RAILROAD

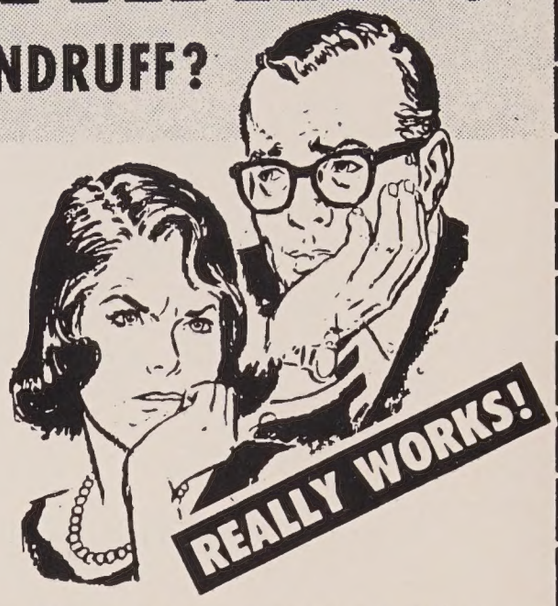
AUGUST, 1968

MAGAZINE

FIFTY CENTS

LOSING YOUR HAIR?

HAIR RECEDING? SCALP ITCH? DANDRUFF?



Read About This AMAZING MEDICAL DISCOVERY That Offers New Proven Help for Baldness!

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VITACRIN works . . . helps stop excessive hair loss from many causes. An exciting new formula compounded to combat the scalp and hair problems of both men and women. VITACRIN, a combination of clinically tested, medically proven ingredients that in just seconds a day stimulate and medicate the scalp. Possibly never before a product as effective as VITACRIN. It's a medical doctor's discovery.

WHY DO WE LOSE OUR HAIR?

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VITACRIN does keep excessive oiliness under control. This is just one of the causes for losing our hair. Besides various illnesses and physical injuries to the hair. VITACRIN helps to check excessive dryness of the hair, which often causes the hair to break off. VITACRIN sweeps away layers of dead skin which stifle hair growth. Penetrates deeply into the hair follicles themselves, removes waste tissue . . . aiding revitalization, stimulates the hair follicles so that they may grow hair again if the follicle is still alive. Thinning hair, dandruff, itchy scalp, scales, crusts often relieved quickly. Checks bacteria that often cause more stubborn cases of dandruff that stifle hair growth. VITACRIN helps your hair to "breathe"... gives a refreshing tingle that tells you it's working at once.

THE ONLY FORMULA OF ITS KIND IN AMERICA

Yes, here is truly new hope for men and women. Dermatologists discussing it privately, say it does stop hair loss.

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"I have a severe case of oily scalp. VITACRIN helps immensely." Mrs. J.P.H., Lafayette, Indiana.

"I have been using VITACRIN for about 5 weeks, I am completely satisfied new hair coming in." Mr. A.A., Clairton, Pennsylvania.

"Thank you for your wonderful product VITACRIN. Within one week my hair stopped falling, my scalp felt clean and stopped itching, after two weeks my hair began to look thicker and just about all the dandruff disappeared." Mr. R.A.B., Sulphur, Louisiana.

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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Although it is best known to our readers as a steam tourist attraction, the Arcade & Attica also has a lively freight traffic. Photo shows diesel-operated A&A freight train.

Photo by Edward J. Wojtas, Editor, Rock Island Rocket

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Think of this: $19 billion was spent last year to investigate and settle accidents. That's three times more than the cost of our space program! Some 22 million accidents had to be investigated and settled for insurance and other companies. And, it gets bigger every month. The accident rate goes up and up. That means big opportunity . . . solid security . . . an exciting, unlimited future for the trained man.

How do you train? How do you break into this booming field? The key for hundreds of men has been Universal Schools of Dallas. For 18 years, Universal has been the leader in training and placing men in this big-money industry—most of them men with no college or experience.

"A WONDERFUL JOB"

Bill Ruhnke, 27, was a warehouseman when he started Universal's program for success. Soon he was an Accident Investigator at **"an immediate 40% increase in salary." Now he's a supervisor in St. Louis.**

John Dubreuil, 20, Landover, Maryland, reports, **"A 25% increase, plus $125 a month car allowance."**

Ray Furr, 27, writes about his Accident Investigation job in San Antonio: **"My salary is $100 a month more than my last job and this is only the start. I should double my old salary in one year. This is the result of Universal's course and recommendation—a wonderful job."**

Dick Baden, 26, former truck driver from Napoleon, Ohio: **"Fine salary, expense account, a car, many other benefits. I highly recommend Universal."**

These are just a few of hundreds of men who have stepped into professional careers with the help of Universal. Obviously, men with some college or related experience have an advantage, **but the fact remains that 8 out of 10 men trained and placed by Universal had neither.**

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You can follow the lead of successful Universal men with no risk! You can train now for this high pay, action career right in your own home and in your spare time. You can qualify for Universal's free placement service. And it's so easy. No need to change jobs. No need to attend classes. No big investment. No equipment or supplies to buy.

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THE MAIL CAR

where editors and readers meet

FRONT COVER shot of Shay No. 2 of Ely-Thomas Lumber Co. at Fenwick, W. Va., was made by Jack Emerick, 182 Manor Parkway, Lincroft, N.J. 07738, who, like most of our readers, is a railroad man as well as a fan. Besides being Penn Central's coal and ore traffic coordinator, he is vice president in charge of operations of the High Iron Co., which operates mainline steam fantrips. ●

BIG FAT CATS. The public, according to A. Schaeffer Lang, U.S. Federal Railroad Administrator, "looks on the railroads as big fat cats" who cry poverty but actually "bury their profits some place."

He describes railroading as a business "where second-rate management doesn't think about sophisticated ideas," adding that if the proposed 160-mph train service between New York and Washington isn't backed by the public, "then nobody should waste any more time—just write it off."

Lang is optimistic about ultimate success of the contemplated ultra-fast service but only in the Northeast. He is skeptical about extending it to other parts of the nation. He charges that the railroad industry does not have "enough good people" in management and that management is good at the mechanics of "getting locomotives out of the shop but not much on new ideas."

"The railroads," says Lang, "don't have a sense of public service."

But the train-riding public is far from educated about the true situation, he points out. It has supported subsidy payments for airlines while the railroads "still are being treated as big, bad industrialists, which they are not." ●

PERSONALITIES. Our guess is that blue-eyed Katherine A. Foster, a junior high school enrollee of 92 Massachusetts Ave., Millinocket, Maine 04462, is the only person on earth whose father and grandfather have each been a general yardmaster in the same town, in this case on the Bangor & Aroostook at Millinocket. The present G.Y., Irvin L. Foster, became interested in railroading from his father-in-law, who was then G.Y., and understudied him for 19 years before the older man resigned in 1964 and Irvin took over.

"My most unusual experience," Kathy's father recalls, "occurred one night, back in the days when we had passenger trains and No. 7 was pulling out of Millinocket. A prospective passenger running out to catch it fell between the platform and the moving train. Filled with horror, I called a doctor, an ambulance, and the police, but was pleasantly amazed to see the man get up and walk away uninjured!"

July 19th will be the 99th birthday of Bill Knapke, ex-boomer author of a new book, *The Railroad Caboose*. Anyone wishing to send him a greeting card should address him at 3851 E. Flower Ave., Tucson, Ariz. 85716.

Luckier than most engineers who retired recently, William A. Adams began taking his pension the other day at age 70 after 50 years in steam locomotive cabs on the Reader Railroad and its predecessor companies, never having run a diesel. An Arkansas native, he lives on land homesteaded by his great-grandfather in the 1830's. His first paid job was on the logging road which became the Reader Railroad in 1918. Those of us who have heard the "stack music" of his Prairie type will never forget it.

"Railroading below sea level in California during World War II and trains laying around on sidings soon used up the available water," recalls Jack M. Fesco, retired SP engineer, 4309 Edenhurst Ave., Los Angeles, Calif. 90039. "On one run we hoped to take on enough water at Ames, an emergency water stop, to enable us to reach Niland, but we found to our dismay that the Ames tank was dry. A female train-order operator told me that she had seen two Mexicans taking a shower under the tank, thus emptying it, and had chased them out into the desert with a redhot poker. Luckily, a local freight coming along towed our train to Niland."

Recollections of long ago come from an oldtime telegrapher, Dexter S. Bartlett, 7405 N. Wall Ave., Portland, Ore. 97203. He remembers being a passenger on a Great Northern train going through Cascade Division tunnels in 1903. "The coal smoke was stifling," he writes. "How the men on the head end of a slow freight could stand it is beyond me. One engineer was transferred to that division and on just about the first train he took out, an air hose broke, setting the brakes when the engine was halfway through a long tunnel. Later, when the coal fires died and the tunnel was relatively clear of smoke, a rescue party found both members of the engine crew dead, the hogger slumped at the throttle and the fireman behind the tender, evidently killed while trying to uncouple the stalled cars. That tragedy helped to bring about electrification of the dangerous railroad tunnels.

"My railroad career began as a Santa Fe fireman in 1904 and I was promoted three years later," reminisces R. B. Peckham, Moran, Kan. 66755. "Men in engine service at that time were interested in devices and inventions to make locomotives better and more efficient but were very concerned about safety devices too. There was a lot of debate about things like air brakes, airbrake gages, electric and acetylene headlights, and where the cab should be placed in relation to the boiler. Engineers also were interested in improving their own lot in life. We got it, too, thanks to the Brotherhood of Locomotive Engineers." ●

GEORGE A. POULOS, revisiting America, dropped in to see us the other day. Born in Greece, he came to the U.S. at age 11, later worked 36 years on American railroads, and after retiring he went back to his native country to live, his present address being 52 Laskaries Street, Patras, Greece.

His first job was bringing water from Los Angeles to Carson & Colorado section men at Bishop, Calif., in 1908 for the munificent sum of 9 cents an hour. We understand that pay rates have gone up quite a bit since then. In those days the railroads doled out wages in gold and silver currency from pay cars. At age 16 George hired out as a section hand, a job calling for brawn and sweat. Power tools then were unheard-of. He had to pull heavy ties without the use even of tongs.

"If you couldn't lift a tie or fell down with it," he recalls, "you were fired."

He helped secretly to organize the Brotherhood of Maintenance of Way Employes. At that time as many as 14 men lived in a single boxcar and did their own cooking. When George was promoted to section foreman, he felt rich from getting paid $50 a month. During World War II, facing a manpower shortage, the WP hired Indians to help make a rock fill 35 feet high. As section boss, George often assisted in cleaning up wrecks, sometimes working as long as 24, even 36, hours at a stretch—without overtime pay!

His work on various Western roads included helping to complete about a mile of new track connecting the Great Northern with the Northern Pacific, nicknamed "Truman's Railroad," for a special train in President Truman's election campaign. ●

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

MAIL COUPON FOR FREE BOOKLET

To receive a free copy of the 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 388, 555 E. Lange St., Mundelein, Illinois 60060. No salesmen will call.*

DON BOLANDER, Career Institute, **Dept. 388, 555 E. Lange St., Mundelein, Illinois 60060**

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AN AUTHENTIC hand-written B&O train order on a 19 form that he calls "a masterpiece of brevity" was sent to us by Cdr. E.J. Quinby, 30 Blackburn Rd., Summit, N.J. 07901, Dated April 29, 1966, at Dayton, Ohio, to C. & E. Extra 4646 South at Piqua Crossing, signed W.J.T. and completed 3:53 p.m. by operator Lynch, it states:

You have in your train ATSF 307171 Pullman standard covered hopper. Must maintain a speed in excess of 20 (twenty) miles per hour on 6 (six) degree curves or sharper curves. If not being able to maintain a speed greater than 20 (twenty) miles per hour, must reduce speed not to exceed 10 (ten) miles per hour. Train and eng. crew will observe this car frequently en route and where excessive rocking is noted should promptly reduce speed to below 10 (ten) miles per hour. There is a 6 (six) degree curve on sharper curves on Nos. 1 and 2 (two) tracks first curve north of Dayton and Union tracks, Dayton. •

NEWS ITEMS. A ceremony in Sacramento, Calif., at Front and K streets last May 10th commemorated the surveying of the first transcontinental railroad route. Sponsored by the American Society of Civil Engineers, Sacramento section, it recreated the start of the original survey, which plotted the location of tracks across the Sierra Mountains for the Central (now Southern) Pacific. Theodore Judah, the road's chief engineer, and ASCE member, began the survey on that spot in March, 1861, and completed it the following August. Early surveying instruments were used in the recent ceremony by participants in costumes of the 1860's.

Chessie, the gimmick used to publicize Chesapeake & Ohio overnight passenger service—"Sleep like a kitten"—is 35 years old. She made her debut as an advertisement in *Fortune* magazine in 1933 and has been featured ever since, currently on 170,000 copies of 1968 C&O-B&O calendar.

Jersey Central stations were used for commuter donations to victims of the massive fire which destroyed so many of their homes and belongings in Newark, N.J., last April. Donations consisted mainly of household equipment, bedding, canned goods and other non-perishable food products. Railroad trucks collected these gifts and delivered them to the United Community Corp. in Newark.

Highest award in a national program designed to promote traffic safety among company employes and their families has been won by *L&N Magazine*, the award being for industrial publications of 5,000 or more circulation. Nearly 600 publications entered the competition sponsored by the Automotive Safety Foundation, Washington, D.C., and the American Association of Industrial Editors.

Canadian National, seeking constantly to improve its passenger service, has just added new elements of luxury, "Executive Club" cars, to its famous *Rapido* train. These cars, one on each afternoon run, provide private rooms, exclusive meals, conference facilities, typewriters, and a steward. Each is a 7-bedroom lounge car smartly decorated, available daily except Saturday. A recent CN newspaper ad termed the *Rapido* "The best eating spot between Montreal and Toronto."

Details of a proposed "land-bridge" train are revealed jointly by the Santa Fe and the Penn Central. The idea has been presented to 20 steamship groups for consideration. It calls for an 80-car train to carry container loads between New York and California ports on a schedule of about 5 days each way. ATSF would run the train between California ports and Chicago, and Penn Central would handle it the rest of the way. Studies are being made for other eastern connections.

Old RPO cars from the Rock Island (Nos. 754, 756, 757, and 758) and sleepers and coaches from the New York Central's *20th Century Limited* (the *Port of New York, Port Byron, Elkhart County, La Porte County,* and *Ashtabula County*) and two observation cars are being renovated for the two circus trains of Ringling Bros. and Barnum & Bailey at Venice, Fla. (*not* Calif. as we stated previously).

This info. comes from Frank DeLarm, 359 Glen Oak Rd., Venice, Fla. 33595; L.H. Gordy, Rm. 514, 5540 Hyde Park Blvd., Chicago, Ill.; Bob Mason, 4310 Dunbarton Ave., Tampa, Fla. 33611, and F. Scott Lundie, 1936 Burlington Ave., St. Petersburg, Fla., who says the lot also includes a Pennsy lounge-observation car. Bob Mason writes, "All cars are badly rusted."

Len Gordy adds: "About 23 miles west of Toledo, Ohio, on the north side of the old New York Central's main line, is a trolley lettered T&E. Who can tell me anything about it and the line it ran on? Also, I'd like a brief history of the Glenfield & Western (now abandoned)." •

EDITORIALS. Competition with our railroads is growing more intense, with giant truck-trains, mammoth jet freighters, and larger barge tows looming on the horizon, carrying with them promises of greater speed, more on-time reliability or still lower costs.

How are our railroads meeting this increased competition? In too many cases, by sticking to a practice that has failed miserably in the past—worship of the "ton-mile" report. Regrettably, these roads continue to boast to the general public and through the trade press to shippers that rail freight is now moving in 200 to 450-car trains!

Picture harried traffic managers, confronted with ever-increasing demands for greater speed, more reliable schedules, and the need to make transportation an integral part of a continuous supply line between producer and consumer, rightfully throwing up their hands in despair when they see these announcements glorifying the long (and necessarily slow, unreliable, trouble-riddled) freight train.

Let's get away from the age-old worship of ton-miles and drag-freight as a yardstick of freight-train performance and railroad operations. Let's beat the competition by tailoring rail service to the shipper's needs, for this is surely the road to the future.—Clyde F. Lane in *The Conductor & Brakeman.*

So the long-suffering commuters, riding out of New York City into Connecticut on the New Haven Railroad, are complaining not only about crowded trains but also about the unkempt condition of the railroad stations along the line!

Well, well! Did they never hear of the good old American practice of barn-raising? That is, everyone in the community meeting at Joe Doakes' place to help him hoist up his new barn? What's wrong with a lot of commuters, some Saturday, meeting at the local depot with pails, brooms, window glass, paint and brushes and giving the whole station a brand new appearance. Surely the New Haven wouldn't mind! —*The Christian Science Monitor*

(Commenting on the above item, Jane Doakes of Old Lyme, Conn., writes: "I have to go to the Old Saybrook, Conn., station for a train to New York. The station is a mess. I too, wondered why it was not cared for by the residents. I soon found out. Surely the New Haven wouldn't mind! Nor the long-suffering commuters. But did you ever hear of the unions? Beautification minded commuters went there armed with goodwill, good muscles, paint, sandwiches, etc. They were not allowed. The union! Oh, window boxes of flowers are allowed.").

The once splendid *Golden State* crossed southern Iowa for the last time (recently) on its final run between Chicago and Los Angeles. Its passing went almost unnoticed and unmourned. The Rock Island dumped the train without warning the day it received permission from the ICC. The Rock Island made the usual statement about how it isn't the railroads that are abandoning travelers but vice versa.

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A convincing argument can be made for either case. Deteriorating service and declining patronage probably feed on each other. However, in a new book, *To Hell in a Day Coach,* writer Peter Lyon pulls no punches in arguing that it was the railroads who abandoned the passengers. . . .

Lyon maintains the Federal Government has a right and a duty to insist upon, and to subsidize if necessary, adequate service over what he says really are public highways.—*Des Moines Register* ●

READERS' OPINONS. "Peter Lyon's book, *To Hell in a Day Coach,* which you reviewed (quite fairly, I think) in your May issue, is more harmful than helpful," writes Arthur T. Knowles, P.O. Box 1943, New York, N.Y. 10017. "The railroads desperately need a better image. Lyon detracts from that image. What he says about the railroad barons and land grants of 100 or more years ago is irrevelant to the present situation."

"Your non-diesel covers are great," enthuses Bob Payal, 2109 W. 101st Street, Cleveland, Ohio 44102, "and I appreciate the easily understood vocabulary of your articles, fiction, and departments, in contrast to the *Trains* magazine style of writing. Your wood-pulp paper, too, is all right with me—no hard-to-read glare like some slick paper has. Keep up the steam articles!"

"Harry Starke, retired Long Island conductor, has sent me a marvelous book of lore entitled *Railroad Avenue,* by Freeman Hubbard," writes Jeff Skinner, also a retired LIRR skipper, 15 William St., Williston Park, N.Y. 11596. "Among other things, it gives a detailed story of Roxie, the mascot dog who began railroading in 1901, rode our trains until he died in 1913, and is buried at Merrick Station. Many an oldtime 'rail' shared the contents of his dinner pail with that lovable dog. For years an oil painting of Roxie adorned the old Long Island City YMCA, along with portraits of Mr. and Mrs. Russell Sage, the Y's benefactors; then it was transferred to Bill Both's office on the fifth floor of Jamaica Station. Wonder where it is now?"

(Jeff Skinner's collection of some 400 lithographs of railroad scenes, mentioned in our Jan. '68 issue, has been donated to the B&O Museum in Baltimore, Md.)

Commenting on Peter H. Prugh's letter in our June issue, Al Franck, Box 171, Richmond Hill, N.Y. 11418, writes: "The other day I set out from New York's Penn Station for Wilmington, Del., to get a mid-afternoon bus to West Chester, Pa. (No trains enter West Chester between 12:30 and 4:30 p.m.) I boarded train No. 171 at Penn Station. It arrived at 30th Street Station, Philadelphia, 48 minutes late. There I left the 171 and took the 3:28 local to Media, to change to an electric train that would take me over the roughest track I know of and presumably reach West Chester at 4:30, a full hour later than my original schedule.

"The utter neglect of facilities along the Media-West Chester line is shocking. Even the best of the station buildings are unpainted and decaying, some partly demolished. In a few places the 'station' is merely a pounded-down mound of earth and cinders! The large, red, brick building in West Chester which once housed passenger, express, freight, and telegraph facilities is now a filthy, boarded-up ruin of broken windows, rotting wood, and crumbling masonry, although West Chester itself is a prosperous community of more than 16,000 inhabitants. This neglect of facilities along the line obviously is aimed at discouraging patronage in the characteristic Penn Central manner." ●

OVERSEAS. Railway equipment valued at well over $1,000,000 has been stolen in Central Vietnam, the *Saigon Daily News* reported April 11th. A railfan in the U.S. armed forces sent us a copy of the paper. Eye witnesses said the robbery occurred in broad daylight. Loot included 12.6 miles of steel rails, 30,000 steel ties, 31 switches, and a considerable amount of tools, car doors, lighting fixtures, etc. Officials of Vietnamese National Railways blame the Vietcong.

"Steam power in New Zealand is gone," laments G.S. Bubb, retired (British) Great Western yard foreman now living at 22 Coleridge Dr., Fairfield, Hamilton, North Island, N.Z. "The diesels here are very powerful," he adds, "not unlike British design."

Average speed of TEE passenger trains running between Paris Nord and Brussels Midi has been stepped up to 84 mph. The 197-mile journey is now done non-stop in 140 minutes. Query: when will the average speed of long-distance passenger trains in America be stepped up to 84 mph?

"Suchoon Mo's letter about Korean railroads (May issue)," writes James Staggs, 3425 Sheila Ave., Tucson, Ariz. 85714, "brought memories of the mixed train we rode to the Korean War front. We boarded it at Pusan, an odd assortment of mostly boxcars and rundown passenger equipment. The car I rode looked like the inside of a chicken coop, with pine-slab seats nailed up in pairs on both sides."

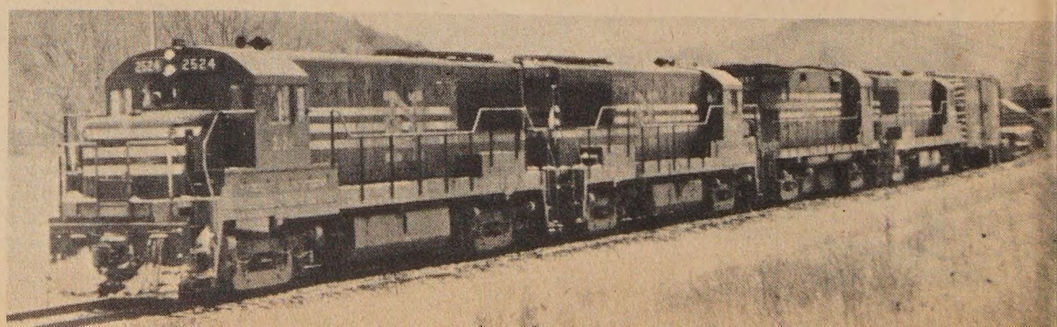
Despite contrary rumors, reports Joseph Fox of London, England, some railway officials have a sense of humor. It seems that Desmond Donnelly, British Member of Parliament for Pembrokeshire, spends about 100 nights a year traveling between London and his constituency. He asked a British Railways official if he could be assigned a sleeping-car berth a little less often over the wheels, which kept up an all-night clack sounding like: "That blighter Donnelly! That blighter Donnelly!' The BR official promised attention but suggested that the customer was misreading the wheels' message, which was actually: "Donnelly for Premier! Donnelly for Premier!"

The Russians have completed a railway in Iraq that is the missing link between Paris and the deserts of Arabia. You can now journey by rail from the capital of France to the Persian Gulf. The *Orient Express* is already familiar to spies and thousands of armchair travelers. (See Oct. '62 *Railroad Magazine.*) It can take you from Paris to the European shore of the Bosphorus at Istanbul. A lesser-known service connects the Asian side of the straits with the capital of Iraq, Baghdad. Until recently, the line ended there. But now, working for 7 years in the sweltering desert and musty swamps of southern Iraq, the Russians have extended it.

Ted Wurm's photo of a Liverpool-to-London train in our April issue drew this comment from Ted Th. Parlevliet, 18 Van der Helstraat, Den Haag, Holland: "As your caption stated, these trains often make 100 mph, sometimes more, but total horsepower of the locos involved is 3,300 not 3,500 as mentioned." He wants to hear from anyone interested in steam, diesel, or electric railroading. ●

Photo by Tom Nelligan, 6 N. Cliff St., Ansonia, Ct. 06401

New Haven RR. freight headed north from Shelton, Ct., bound from Cedar Hill Yard near New Haven for Maybrook, N.Y., in Dec. '67. Consist included 147 cars.



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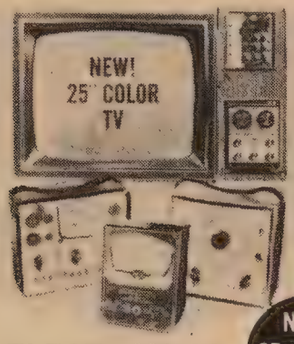

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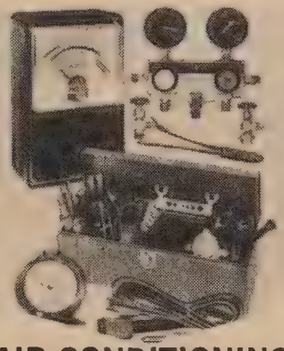

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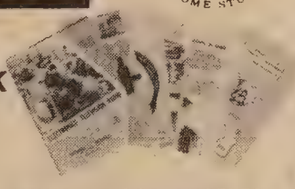

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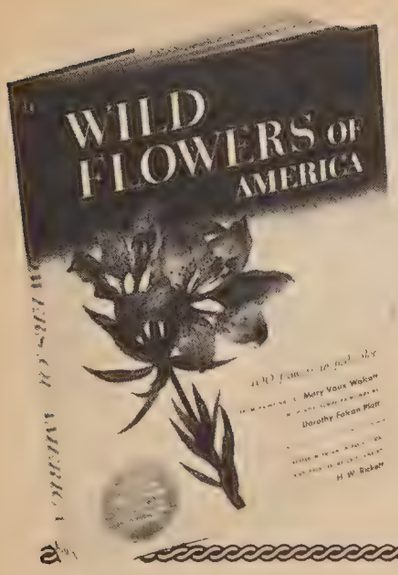

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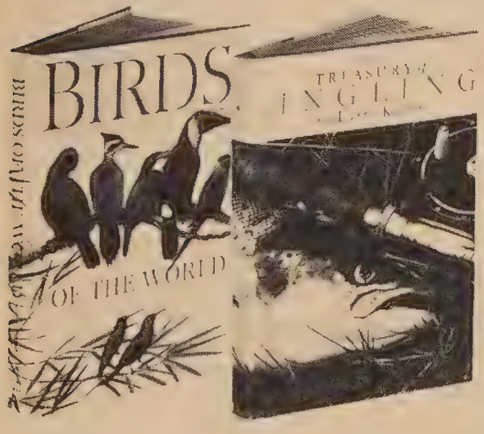

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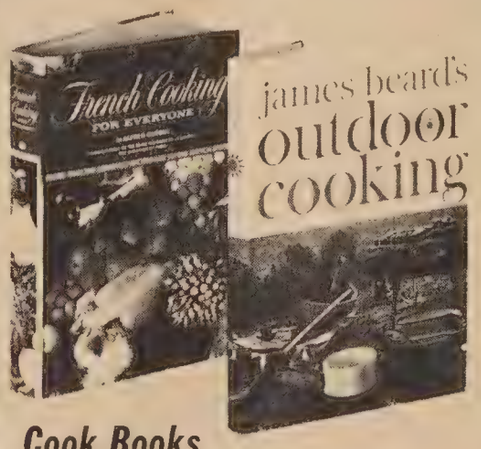

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PHOTOS of the MONTH

Canadian National 6167 leads Upper Canada Ry. Society trip at Madoc Jct., Ont., between Belleville and Peterboro, July '61.
Photographed by Jim Brown, 360 Manor Rd. East, Toronto 7, Ont., Canada

Keweenaw Central engine No. 20 with passenger train on the spectacular trestle, 120 feet high, near Lake Linden, Mich. This Copper Country steam railway is a scenic attraction.

Photo by Fred L. Tonne,
P.O. Box 3714
Milwaukee, Wis. 53217

Directors of National Museum of Transport, St. Louis, inspect part of carpet formerly rolled out for passengers boarding late, lamented *20th Century Limited* at LaSalle St. Station, Chicago. The Allied Chemical Corp., donors of carpet, gave other half to Henry Ford Museum, Dearborn, Mich.

Luxury on electric rails: interior of parlor section at rear of Indiana Railroad interurban car, May '38 (see page 32).
Photograph by Herman Rinke

Virginian Ry. 2-8-4 in yard at Roanoke, Va., in July '58. She hadn't been used for over three years, but the equipment trust hadn't expired, which precluded scrapping, and the management didn't want its locomotives to get shabby, so they gave this one the fresh coat of paint that is pictured here.
Photo by William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980.

New York Central No. 3037, a General Motors 3,000-hp. GP-40, awaits call to night service at Riverdale, Ill., on Jan. 18, 1966.
Photograph by Burdell Bulgrin, 4649 S. Mozart St., Chicago, Ill. 60603.

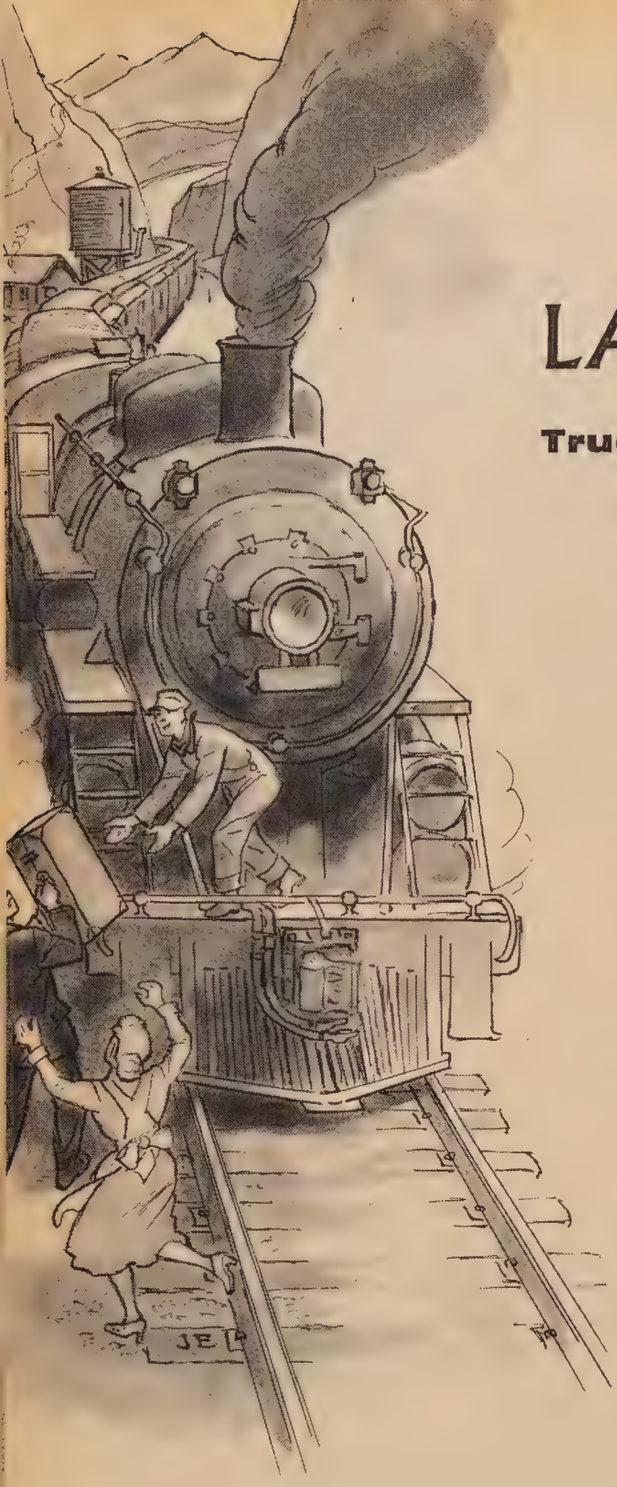
Nation's only common-carrier railway still giving regular steam-powered mixed train service is Reader RR in Arkansas, "Possum Trot Line." President Tom Long and his well-kept 2-8-0 engine No. 1702 are familiar to countless railroad buffs.
Photo by Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806.

Classic GG-1 locos are still busy on Pennsy's electrified districts, and have been getting Penn Central's idea of beauty treatment: very dark green (almost black) with white lettering. Looks like some brat with a paint-sprayer got to it.
Photographed by R. P. Fitzgerald, 603 Woodland Dr., Havertown, Pa. 19083.

June 1958: Union Pacific 4-8-4 No. 844, still around as 8444, leaves Green River, Wyo., with special train of California-Nevada RR. Historical Society and Railway & Locomotive Historical Society.
Photo by R. H. Kindig, 3831 Perry St., Denver, Colo.

First trip after restoration of Colorado RR. Museum's coach 284, May 5, 1968, behind 2-8-0 No. 346. (At left) Interior of coach; electric lights are the only evidence that this is a recent photo.

Photos by Cornelius W. Hauck, 8400 Summerhouse Rd., Cincinnati, Ohio 45243.



LAST OF THE BOOMERS

True Tale by Robert K. Ranck

AS FAR BACK as I can remember, I have always loved steam railroading. My only other hobby as a boy living in Philadelphia was a modest collection of transfers issued by streetcar lines. When I graduated from high school our class record described me as the fellow most likely to become a locomotive engineer. Naturally, I didn't last long in college, but quit after the first month. The halls of ivy would stand forever but I knew that the whistle and smoke of steam engines some day would fade into the purple hills of time.

Footloose and fancy-free, I went west in search of a job, and landed with the old Colorado & Southern. On the eastern slope of the Rockies, while living in a two-story frame boarding house on Alcott Street in North Denver, I got my first taste of shoveling coal and priming an injector. That was in yard service. Sometimes I rode to work on the early-morning coal train which burnished the Denver Tramway tracks along 32nd Street to Zuni Street and then down a steep hill to the powerhouse across Cherry Creek from the C&S roundhouse.

Denver & Intermountain steeple-cab electric locomotives, dirty black and red, would be groaning and whining as they braked against the traction motors. The brakeman would be running from one wooden gondola load of coal to the next, tightening the staff brakes with his club. Chunks of coal would skid across the intersection of 32nd and Zuni as the long train made the turnout over the old switches, *clickety, click!* The whole consist would roar down Zuni Street at a crazy clip but somehow head safely into the powerhouse yard. Then the deafening screech and jangle would stop, with silence broken only by the whine of the electric air compressor.

I usually reported for work early so I could stroll about in the roundhouse, look at the locomotives, and dream of the day when I would get out of the yard and on the road. One and all I studied them: big high-wheeled Pacifics pulling passenger trains to Cheyenne and Billings, sleek little Mikados bringing clay and beer in from Golden, and handsome 900's and 6300's, Colorado-type power, wheeling the C&S freight. The roundhouse also provided space for the Santa Fe Railway, whose 2-10-2's often trundled merchandise in from the south while class 3760 Northerns hauled passengers up from La Junta.

I will always remember that golden autumn day when I watched a Santa Fe passenger train roll into Denver and noted with elation that one of the travelers it disgorged was a slim, pert, little brunette with generous-sized hips, who moved, bag and baggage, God be praised, into the boarding house I occupied on Alcott Street. I can see her now, in my mind, tiny feet pattering across the street that was strewn with fallen red and brown leaves, and I was very happy when she accepted my offer to carry her luggage.

About eighteen, I judged, possibly a few months younger than me. Her face was pretty, her ears were small, and her thick-lidded black eyes made you feel disturbed just to look into them. It didn't take us long to get acquainted. I learned that Chessie, which was her name, had come from Lamar, Colorado, where her folks kept a dry-goods store and wanted her to marry a rich rancher, a widower more than twice her age. She hated the guy and had run away from home to avoid being pawed over by him.

After that, every time I climbed the creaking stairs to my cubbyhole in the attic I passed her room, which I did very slowly. More often than not, the door was left ajar, whether by accident or design I never knew. I soon began using every flimsy excuse I could conjure up to be with Chessie. Please lend me a needle, try some of this fruit, iron my shirt. . .

One crisp evening, upon returning from my daily grind in the yard, I climbed the stairs as usual and passed Chessie's room. The door was partly open. I could see her, clad in little more than a chemise, standing in front of a mirror with her back to the door, combing her lustrous dark hair and no doubt admiring a face and figure that would make a bulldog break his chain or drag a doghouse for a mile across town. When she saw or heard me, whichever it was, she turned around

quickly, slipped into a loose-fitting orange bathrobe, and came to the door.

She wanted to talk about getting a job. I offered two or three ideas. Then we discussed other subjects. I mentioned my collection of trolley transfers and invited her up to my room to see them. Smiling like a Mona Lisa, she followed me upstairs. The trolley stuff didn't take long. She complained of the cold, covered herself with the old quilt on my bed, and lay down.

At that moment someone knocked on my door and pushed it open without waiting for me to answer the knock. "Extra 6161 north at three a.m. and don't go to sleep on me," said the callboy. "Sign the book!"

Half an hour later, Chessie tiptoed back downstairs. I loafed around until time came to take the call. My big chance had finally arrived—a road trip! That dark, chilly, November morning, while the stars overhead shone brightly, I strode over to the roundhouse, fighting the wind that howled down Cherry Creek.

I HAD MADE my student trips to Golden on the Colorado & Southern's 800's which were easy-steaming Mikados. Unlike the Burlington's nightmarish 6161, a lignite-burner, they were fun to fire. On my first paid run, however, I drew the 6161. I got up on the engine and was peering into the firebox when my engineer, "High Spot" Jones, climbed in to get his oil can.

"The stay-bolts and flues are leaking so bad," I said hesitantly, "it's putting out the fire."

"Don't worry," he reassured me. "I'll open up this old kettle so wide it won't be able to leak," and he disappeared into the darkness with an oil torch in one hand and oiler in the other.

The reassurance filled me with mixed emotions. I hadn't wanted a hogger to suck the grates out of the stack on my first road trip. Soon we were on our way. As we crunched and cracked around curves to the north lead, I found that the coal-divider at the foot of the stoker elevator was jammed to the right. That meant delivering more coal to the left side. But fortunately I found it in time, for High Spot had enough other things to jaw me about.

The duplex stoker had a disengaging ring on top of each elevator. I had the left elevator in neutral so often that on this run I wore out my glove. From the moment we whistled off under the 15th Street viaduct until the sun came up, I had no inkling where we were. It was snowing and blowing too hard for me even to see the stack. Consequently, I piled the fire so full that it nearly went out. High Spot kept staring at the steam gage, which hadn't seen 200 pounds since we left Denver. Now the water glass also was winking at us.

He opened the firedoor and took the shovel to deflect the flames as he surveyed the fire. Well, it looked like a relief map of Colorado. So he set the air brakes, whistled out the flag, and stood there growling as I shook the entire fire down. We had to move the engine three times to get all the ashes on the track. Standing on my toes, I hoed down the ashpans on both sides as the wind blew sulphurous fumes and cinders in my face.

We had stopped on a grade, so when High Spot tried to start the train it wouldn't budge. He took the slack and sanded the track; but the 6161 continued to slip and spin, for the wheels were frozen to the rails. The hogger said we'd have to cut in two and run half the cars to the next passing track, as we were on single track. So we left the flagman to mark the front end of the cut. By the time we got back with the light engine, a foot of snow had accumulated and the poor flagman, nearly frozen, had walked back to the caboose to warm up.

I didn't see the first car until we were right on top of it, doing 30 miles an hour, and I yelled to the engineer, "Big-hole her!" That didn't help much on a light engine. We hit so hard that it broke a coupler knuckle and threw poor High Spot down on the deck. Picking up the shaker bar, he started after me; and if the brakeman hadn't stopped him I would have had it around my neck.

Night fell before we arrived at Cheyenne. As we crossed the Union Pacific bridge I looked into the tender and saw we hadn't a shovelful of coal left. I had pulled all of the slides from the stoker worm. The head brakeman cut us off the train and we put the engine away. In Cheyenne, the C&S was out of town. The crews had built shanties together and more than one crew used each one. That night the wind was so fierce there that when you opened a door, if you didn't hold onto it the gale would have blown it clean to Laramie before it would come down. There being only one double bed in the shanty, I crawled in with High Spot Jones. Our mattress was so lumpy that I asked him if the previous crew who slept there had gotten up yet. It must have been 60 below zero that night, for we had a stack of covers so heavy I had to get out of bed to turn over.

WELL, I finished the sugar beet season on the Northern Division of the Colorado & Southern, but

Photograph by John Childs, 5328 Parkcrest Ave., Long Beach, Calif. 90808.

Bob Ranck, ex-fireman, feels very much at home on steam engines; this one is owned by National Railway Historical Society, Southern California Chapter.

along about December I moved on south to the joint line between Denver and Pueblo. That was a railroad man's paradise. The C&S, the Sante Fe, and the Burlington pooled engines, but the Rio Grande and the Rock Island used the same track.

The first Santa Fe oilburner on which I made a trip was the 3905, a Mountain type, quite modernized with Baldwin disk drivers on the main pin. My hogger, "Flat Wheel" Munsten, met me at the ready track. I had hostled enough to know that Santa Fe firing valves work the reverse of those on the Burlington. After crawling up into the cab, I felt the oil tank. It wasn't very hot, so I put on the direct heater which injects live steam into the oil tank.

Flat Wheel was a barrel-shaped big man who wore pin-striped overalls and clear wind goggles that looked like sun glasses. Whistling off, we drifted down the lead to pick up the engine herder. I forgot that the heater was on until we were ready to leave town with the train. By that time hot oil was pouring down the side of the tank across the Santa Fe emblem. I threw scoopfuls of flue sand to stop it from running, but now the oil in the tender also was too hot. This probably meant that carbon would build up in the firebox. And that, of course, wasn't good.

Down near Montgomery Ward's, we each blew half a glass of water out the blowoff cocks and I proceeded to sand out the flues. Unused to this, I was spilling sand all over the cab as we picked up speed. The brakeman climbed over the tender and waited for the sandstorm to stop. I tried hard to set the atomizer and firing valves, but the oil had become too hot and carbon was building up.

When we stopped for water at Castle Rock, I climbed up on the tender and swung the water crane around. As soon as the tank filled up I moved the lever back, but it did not shut off; so Flat Wheel hurried over and shut off the water before it could wash out the track. Next, I shut off the fire and checked the firebox, which was full of shell carbon.

This meant getting the carbon hook —a steel bar two inches in diameter and twenty feet long—off the top of the tender and chopping this out through the bootleg and onto the ties. It also had to be wet down, to prevent the ties from catching fire. To get water from the squirt hose, the injector had to be working. What seemed like an hour passed before I got this done, and I felt as if I had been carrying the engine up the track for a mile on my back.

Flat Wheel Munsten asked as he put on his gloves, "Did you compound the water?"

"Damn it all! I can't do everything," I barked at him.

Then he coldly informed me: "If you can't fire this locomotive, just walk across the track and take the bus back to Denver, and I'll get a fireman."

I mixed up the evil-smelling brown compound powder and put it in the water. As we started back up the hill to Palmer Lake, I decided that from then on I'd be an all-out boomer.

When we got to Pueblo and tied up the engine at the Fourth Street roundhouse, I scavengered around and found a big scraper. With this I cleaned off the side and top of the tender. While I was finishing the top, I heard something on the side and glanced over. There stood Flat Wheeel with an oil-soaked rag on a stick wiping clean the letters on the side.

"Sonny, you'll make a first-class fireman if you learn to ask before making mistakes," he said warmly.

AFTER cleaning up in the enginemen's washroom, the unmarried head brakeman invited me to his mother's home for dinner. We rode a bouncing old four-wheel trolley out there and back. When we returned to downtown, he asked if I'd like to look things over at the West or Rex hotel. Being single also, I said yes; and we spent several hours going from one rooming house to the next, getting an education, so to speak, in the red light district. At length, broke and a little wiser, I hightailed it back to Denver next morning on C&S train 905.

Shortly thereafter, I was cut off the board, but in those days a boomer fireman didn't have to worry about work. At Denver, the master mechanic got me a job on the Santa Fe at La Junta. I packed my few belongings in my black steel suitcase, kissed Chessie good-bye, and boarded a Santa Fe passenger train.

Breezing into La Junta as cocky as you please, I put up at the Santa Fe Reading Room, a rooming house and club for "rails." A bed there cost only 25 cents a night, but each room was furnished with two beds. After getting a basement locker, I marked up for work and caught the 1050, an oilburning 2-6-2, to switch sugar beets at Swink. That tea kettle was older than my grandfather but she worked 15 hours and 59 minutes daily, six days a week, which is a helluva lot more than he ever did.

Then the inevitable callboy wanted me for a grain extra on the main stem with No. 4015, a heavy Mikado and fine steamer. It wasn't a bad assignment. We spent two weeks on the road setting out loads and spotting empties from Dodge City to La Junta and back, meanwhile cooking and eating most of our meals in the caboose and often sleeping there.

As a result of being with the crew members day and night I naturally got to know them well. I was the only single fellow of the lot, and they often kidded me about when I'd get married. I parried their questions by saying I wasn't interested. A fall festival was to be held the week-end we were due back at La Junta, and our conductor was selling chances on a Cadillac in connection with it. I bought enough tickets to choke a cow—but lost. Father O'Hoolihan won for the third year in a row.

Afterward, we all had dinner at the Blue Moon cafe. There the whole gang put pressure on me to find myself a wife. The conductor grabbed the hand of a tall, buxom, blonde waitress known as Berty and asked for her name and address so he could give it to me. The girl couldn't have been a day over fifteen, but she wrote it on a check which she handed to me with a shy smile as we left.

That night, after Berty had finished her shift at ten, I picked her up and we walked hand in hand to the city park. It was a clear, warm, summer night lit by a cream-colored moon. Off in the distance, I could hear an engine, the 5021, heading uphill to Raton with a drag. The slow, steady, even pant, against a backdrop of the Spanish Peaks, put me in a romantic mood.

One September morning, when things were running full blast, the callboy banged on my door with a call for Second 8 with the 3782, a string of passenger equipment deadheading east. The 3782 was a 4-8-4 oilburner in perfect trim. My hogger, Danny Morse, was not only the youngest engineer on the extra board but was also a speed demon.

We were working on the Colorado Division, 202 miles of passenger-train route with an S curve limiting speed to 80 miles per hour. Actually, speeds up to 100 were not uncommon on that route, even on the main-line local, consisting of a high-wheeled Atlantic, a combine, and a day coach. That day we had thirty cars, the legal limit for

passenger trains, all empty except for the train crew. Eastbound was slightly down grade, and with that heavy load we hit 100 most of the way. At Syracuse, where we had to head in, we took water and I did not forget to compound it.

NORTHERN type locomotives were usually slippery. So while we were waiting, Danny cut off the engine and sanded the track down all the way to the switch. We coupled up, got the air test, and just as soon as all the passenger fleet went by and the required wait had been made, Danny whistled off. He put the reverse lever on the floor and released the brakes. Then he inched out the throttle with the sanders on full. When the speed recorder read 15 mph he got up off the seat and pushed the throttle as hard as he could, to get every notch of her open. Then he began to bring the reverse lever up, holding his glove over the quadrant notch by notch.

The entire locomotive was rolling from side to side as the massive chugs repeated themselves faster and faster. We made the turn for the spring switch. Danny stood and grabbed the throttle, for he knew the giant machine would go spinning wildly when the first 80-inch driver touched the greased frog. With the precision of a bullfighter, he jammed the throttle closed and carefully picked up the 40 mph he had established. We passed the third mile board at 100 mph, with the throttle nearly closed and the reverse lever three notches off center.

When we left the gallant 3782 at Dodge City, we ate lunch at a "greasy spoon" where rails and bootleggers hung out. I no sooner lay down on a couch on the third floor of the joint when the callboy shook me and said, "Second 7 engine 2929 at the depot two p.m. mountain time."

After wolfing a sandwich and coffee, I met Danny at the water plug. He showed me a yellow message, reading: "Second 7 engine 2929 thru mail, no personnel. Morse make up all possible time within safety. Train is 12 hours late. Supt."

The 2929 ground to a roaring, screeching halt, punctuated with an air blast. I jumped on as the service crew filled the tender and lubricators. Men on either side were forcing hard grease into the roller-bearing rods with air guns. With a deafening din, she was serviced in minutes. Finally the second arrived, "Highball!" Two short blasts on the whistle, and in a train-length we hit 60 mph, for we had only 17 cars. Just one class of engine will pull a heavier train faster than the 3770 to 3785, and that is the 2900.

Danny was checking the mileboards with his watch, and before we got to Garden City we hit 126, which I had never seen before and haven't seen since on any railroad. I was so excited I don't recall the rest of the trip.

MEANWHILE, I had been seeing a lot of Berty, meeting her every time our train tied up at La Junta. It was late fall, so we'd curl up by the fireplace in her home after the family had gone to bed. That blonde was nice to be with, except for her frequent talk about marriage and kids, which made me squirm. At length, things became so serious that I left La Junta and went over to Albuquerque and I hired out there. Parting may have been sweet sorrow for her, but for me it brought relief.

One Sunday morning, while living in Albuquerque, I got a call to deadhead to Hurley. I caught the passenger train to Las Cruces, the point where one changed to Deming. From there it was a coach on the end of a freight train, then by caboose through Whitewater to Hurley. I remember we stopped in a place called Hatch, where they grew a lot of cotton. I entered a bar to get a drink. A stranger came in, too, with a drawn gun, and shot another fellow at the bar!

"What are you going to do?" I asked the bartender nervously.

"We'll get somebody on that directly," he replied. "Hey you two guys, carry this stiff out of here!"

Hurley was a Kennecott Copper town where the copper mined at Santa Rita was smeltered. The Santa Fe did the hauling and switching. Herman Logan was my hoghead. That first week we worked second trick, and the following weeks we rotated. There were 1400 Mexicans and Indians with 25 white people. We lived in company dorms and ate boarding-house style. Conditions were quite comfortable.

Herman and I took turns each night running and firing the old oilburner. The train from the mine had 38 loads and the hack, and the spur in back of the car-dumper held 13 cars. All you had to do was be careful not to turn the caboose over in the car-dumper.

After a time I was cut off the board and went back to La Junta, got feeling sentimental about Berty again, and looked her up. She was living in an old two-story house then, next to the Santa Fe tracks. As soon as her folks went to sleep we would make love on the sofa, in front of the fireplace which was kept blazing by the icy winds blowing outside.

But I got the jitters once more when she started throwing out hints about pregnancy and suggestions that we get married right away. That made me decide to return to Philadelphia and take a job running extra on snowplows and sweepers of the city transit system. I would have done so, too, but for the fact that I stopped in at the girl's home the next morning to say good-bye.

Berty cried bitterly. After I left the house she hung onto me all the way to the railroad tracks, still weeping. An eastbound train was coming out of the yards. Berty became so distraught that she lay down on the track in front of it, wailing that she wanted to die because I wouldn't marry her. It was too much for me. I changed my mind, said we'd get married, and we took the 12:30 train to Raton, with no baggage, to get the knot tied.

After spending the better part of a day at Raton straightening out legal matters, we were married at five p.m. Berty thereupon admitted that she wasn't pregnant at all and never had been. In short, she had tricked me. As you might suspect, the marriage just didn't work out and shortly afterward ended in an annulment. Feeling sorry for Berty, I nevertheless went back to the relatively free and easy life of a boomer fireman.

I was one of the last of the boomers—maybe the very last, who knows? From 1948 to 1958 I fired with a scoop shovel on both standard and narrow gage roads, also fired with duplex and standard stokers and fired oilburners. Compressed in that decade were many vivid experiences, a few of which I have just related. A not-too-important part of my compensation during those years was the money I received on the 1st and 15th of each month or when I was cut off. How can you evaluate the deep-throated blast of a Santa Fe 2900 or the ear-splitting scream of a Santa Fe 5000 heading for the Spanish Peaks at 60 miles per hour, or the smell of Colorado & Southern lignite and bunker "C" smoke in the Denver yards?

Let's not forget to light the kerosene lamps in the tender storage box, for the sun is sinking slowly behind the purple hills of time. Memories and pictures bring moisture to my eyes and a lump in my throat. May the gallant steam engines rest in peace! ●

Herman Rinke, car service agent at his desk in the Interstate Commerce Commission offices, Newark, N.J.

Interesting Railfans No. 68:

HERMAN RINKE

by Freeman Hubbard

BESIDES being secretary of the non-profit Electric Railroaders' Association—a demanding, unsalaried post he has held almost continuously since 1941—juicefan Herman Rinke spent nearly 30 years on the payrolls of two great steam roads (New York Central and Great Northern) and today is proud to wear a 25-year membership pin of the Order of Railway Telegraphers. Thus, like the majority of our readers, he is both a railroader and a fan. In some respects he is similar to Steve Maguire, another ardent juicefan who worked for two steam roads, but there the resemblance ends. Herman is now employed by the Interstate Commerce Commission as a railroad car service agent while Steve is a practicing lawyer and justice of the peace.

As a rule, Herman is easy to find. When he isn't on ICC duty or relaxing at home (381 Broad Street, Newark, N.J.) or leisurely eating meals, he is probably toiling contentedly in ERA national headquarters (145 Greenwich Street, New York City), especially in the evenings. Every big group has a few such dedicated members who "keep things going."

But don't think that the avocation of Railfan No. 68 kept him from finding an attractive wife, the former Miss Helen Elaine Stitzel. Quite the contrary! Elaine, as she is generally called, is almost as much of an electric railway enthusiast as her husband and likewise belongs to ERA. After being responsible for bringing them together in the first place, their mutual hobby helps to keep them happy.

Both Rinkes (they have no children) are of German extraction, blue-eyed, and of identical height, 5 feet 9; but Elaine weighs a trim 145 pounds while he is a bit on the heavy side, 195. Herman was born Jan. 14, 1908, in The Bronx, New York City, half a block from an Interborough Rapid Transit subway-el station, and lived in the same house for 25 years. Clatter of wooden and steel cars on the old elevated structure lulled him to sleep at night and woke him up in the morning. Furthermore, trolleys of the Third Avenue Railway—open cars in summer, closed ones in winter—rumbled by endlessly underneath the el.

"This constant exposure to transit operations led me at an early age to observe the details of rolling equipment," he remiscences, "the types of cars on trains and streetcar lines near my home and elsewhere throughout the city. I began paying attention to them even before I was five. Mother whetted my curiosity by showing me photographs of trains and cars she had seen in Germany. Our little family took trips on the *Southern Tier Express*, a forgotten predecessor of the *Erie Limited*, and we gradually expanded the Lionel tinplate set that stood under our Christmas tree each season until it filled a large part of three rooms."

Vanishing American: the open-platform observation car. Herman Rinke snapped *Mount Eden*, a 10-section lounge car, on his first trip to Chicago, 1929.

Naturally, when Herman grew up he turned to railroading. His first paid job, in 1923, was office boy in the New York Central general offices at 466 Lexington Avenue. There he stayed 6½ years, was promoted to bookkeeper, and meanwhile completed his high-school education at night. In 1929, a few months before the Depression, he resigned to enter Stevens Institute at Hoboken, N.J., on the site of America's first steam locomotive operation. There he won five tuition prizes and gave vent to his frivolous side by acting, singing, and dancing in an all-male variety show. (Previously, he had played a tenor saxophone in the band of the New York Central Athletic Association in parades.) Graduation from Stevens in 1933 gave him a Mechanical Engineering degree.

Later, he was awarded a year's fellowship in the School of Transportation at Yale University's Graduate School. One of his Yale classmates, Downing B. Jenks, son of the Great Northern's operating vice president, is today president of the Missouri Pacific. Through him, Herman hired out to the GN as a traveling car service agent and general student of the railroad and used a pass endorsed as good on freight trains and locomotives, covering the western third of the "Big G" while checking on freight-car movements and distribution.

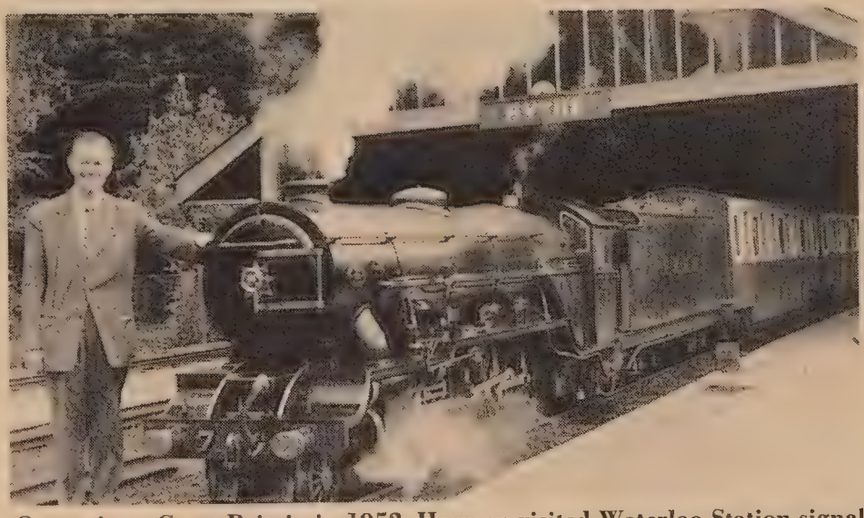
During his two years on that railroad he served also as a division track inspector, drove a section scooter 94 miles a day, assisted a division master

mechanic, and rode steam locos to check their condition and maintenance. Then GN dropped all of its students, including Herman, and he returned to New York.

While at Yale he had written a scholarly thesis on "Terminal Organization," based on a study of Grand Central Terminal, and as a result he had met many New York Central operating officials. So it was rather easy for him to get re-hired by the Central in 1938. This time, on the yard clerks' extra list, he worked in various yards, later changing to signal service. In the ensuing years he operated every signal tower in the big Terminal yards and on the suburban lines except at Croton-on-Hudson, besides many block offices, and served as ticket agent and freight agent and in the train dispatcher's office. For ten years he was the GCT signal-tower director.

A June night in 1958 unexpectedly changed his career. Herman saw two of his lever men changing their clothes at the lockers some distance away and overheard one mention a newspaper item about an ICC examination to be held that summer. Our hero pricked up his ears. He hadn't known that ICC career jobs were open to railroaders via exams. After asking the men for details, he applied for an opening, studied for the exam and passed it. On Feb. 15, 1960, he began work on the ICC job he holds today. He has often thought that if an engine or train had been going "over a ladder" during the lever men's conversation he could not have heard them talking and probably would still be working in GCT yard instead of for the Commission at double the old salary.

His present duties are somewhat like the car-service work he did for the GN, except that he handles them from the regulatory—rather than the company management — viewpoint. Covering a specific territory, he checks on freight-car distribution, hoarding of cars, promptness in moving them, lease of cars by shippers, assessment and collection of tariff charges for car detention by patrons, and compliance with other tariffs and ICC orders. He visits all freight stations and yards in his area, which includes New York City,



On a trip to Great Britain in 1952, Herman visited Waterloo Station signal box in London, and compared British and American signaling practice on BBC radio. He also inspected the privately-owned 15″-gage Romney, Hythe & Dymchurch, the world's smallest common-carrier railroad.

Television personality Faye Emerson learns about trolleys and the Electric Railroaders' Assn. from Herman Rinke on a 1954 NBC-TV broadcast.

Among Herman's earliest railroad photos are these shots of the Jersey Central's famous *Blue Comet*, all-coach express, at Atlantic City, N.J., in the summer of 1925. The high-wheeled Pacific was painted blue to match the rest of the train.

Very seldom seen are photos of the New York Central's Getty Square branch, which was abandoned in 1943. It served the western part of Yonkers, N.Y., just north of New York City, and was electrified in 1926, using m-u cars. Herman snapped this view of Caryl station in 1942, while living in Yonkers.

Williamsport and Harrisburg, Pa., and Steve Maguire's home town of Belmar, N.J. Among his other duties are checking documents that pertain to moving explosives and other dangerous articles by rail and the proper handling of such carloads in trains and yards.

Herman traces his marriage to the influence of E. Jay Quinby, founder and now honorary president of the Electric Railroaders' Association. In 1941, after our subject had returned from two years with the Big G, it occurred to him that he should ease off

Powerful-looking Great Northern 4-8-4 No. 2586, built by Baldwin in 1930, at Butte, Montana, 1937.
Photograph by Herman Rinke

Great Northern's first diesel was this 100-ton Alco-GE, built in 1926, seen at Grand Forks, N.D., in May, 1938, while Herman was working as GN student agent.
Photograph by Herman Rinke

Herman as he is today, with his charming wife, Elaine, about to board a Public Service trolley car at Franklin Ave., Newark, N.J.

on railfan activities and devote himself more to social contacts of a personal nature. At just that time Quinby, a Naval officer, had been recalled to active duty with the armed forces and he asked Herman Rinke to look after the ERA as secretary. Herman agreed reluctantly, not guessing that this decision would ultimately lead him, via ERA membership, to the girl he would marry.

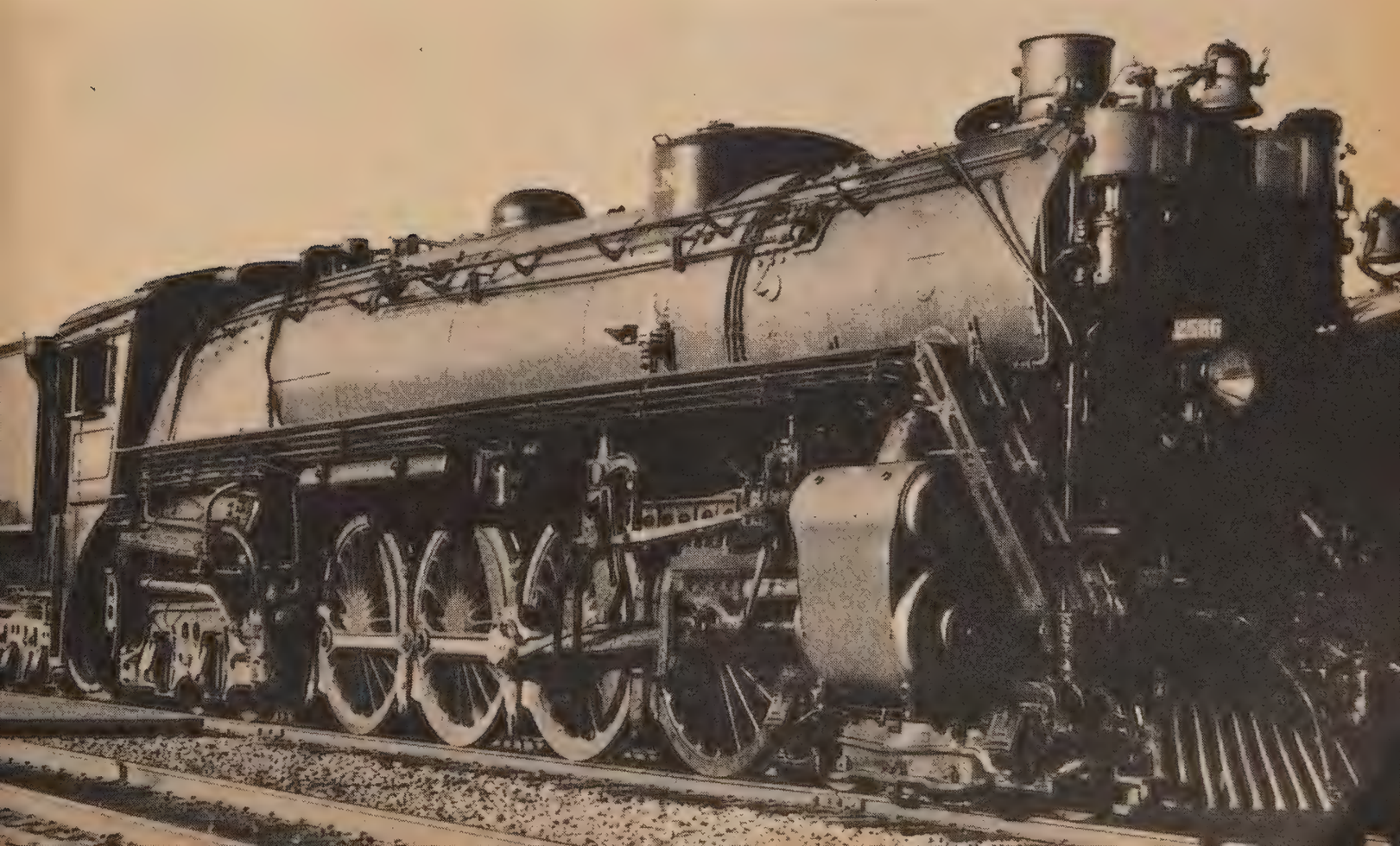
In 1951 he met Elaine, then a college student, at the home of her brother, Dr. James A. Stitzel. The Stitzels were, and are, ERA members and both have large collections of railroadiana. Around that time, James was crusading to save suburban operations of the Chicago North Shore & Milwaukee. Homeward bound from a vacation of riding trolleys across Canada, Herman stopped off at Evanston, Ill., to visit him for dinner; and, Elaine says coyly, "I dropped in." Later that evening she developed a personal interest in the guest as they were riding a North Shore train to Chicago.

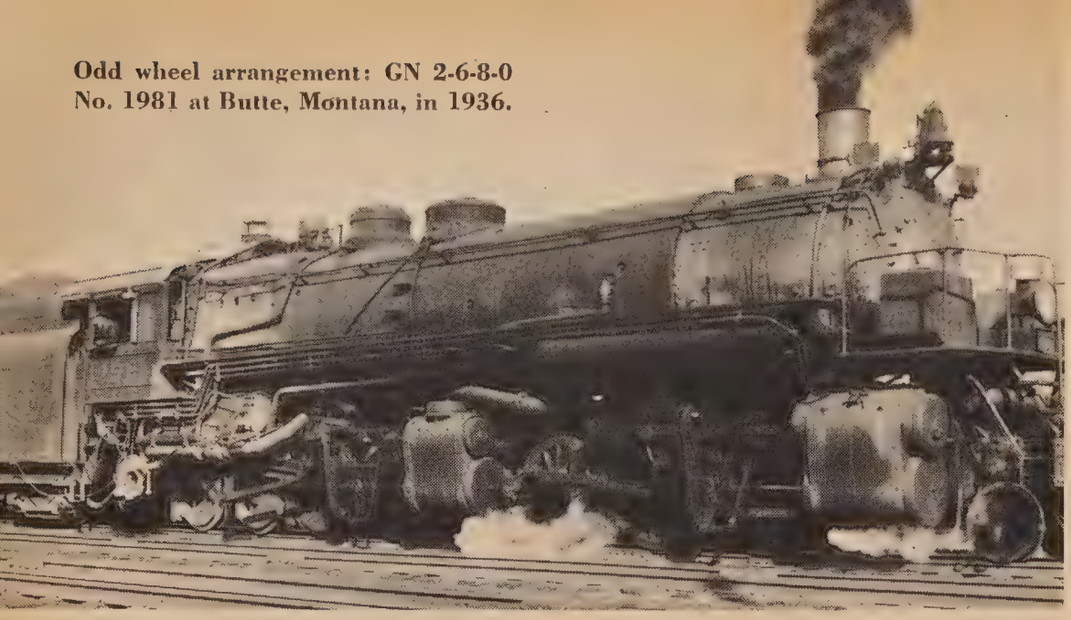
Shortly thereafter, Herman began making week-end visits to Chicago on his New York Central pass; and in 1952 the young couple toured Europe together. While spending five weeks in Manhattan waiting for their liner to sail, Elaine had a job handling Pullman reservations in Grand Central Terminal, where Herman was then employed as a towerman.

Overseas, the pair put in three joyous weeks riding trolleys, undergrounds, and steam roads as well as the routine tourist sightseeing. In Brussels, they suddenly decided to wed and felt it would be a lark to do so in Europe. "That," Herman recalls, "was the highest moment of elation I have ever known." It took them three days to cut red tape and obtain a civil marriage service in Frankfort, Germany, on May sixth of that year.

Back in 1910, while he was a university student, Elaine's father had worked in a Chicago & North Western tower at Nelson, Ill.; and when he died he was buried a few feet from that spot, which is still a busy junction point. Elaine's railfanning stems from heritage and from numerous rides on streetcars, interurbans, and steam trains as a girl. She admires Herman's penchant for detail, hard work, and devotion to the ERA. Elaine has been an ERA vice president and recording secretary and has been a corresponding secretary of Branford Trolley Museum.

"Herman is a man of great energy and organizational and speaking ability," she tells us, "but he collects too much trivia, mostly clippings." (What railfan doesn't?) She adds: "He forgets certain items that are meaningful to





Odd wheel arrangement: GN 2-6-8-0 No. 1981 at Butte, Montana, in 1936.

me, such as the title or plot of a movie we saw last week, but he remembers technical facts about cars that ran 30 years ago! Herman gets more mileage out of clothes than anyone else I know and is fond of fixing up old things that others rejected. Now and then he irks people by bursting out, 'I know I'm right!'—most of the time he probably is. And I enjoy his sense of humor."

Another zealous railfan, Arthur M. Cox, Jr., formerly of *Railway Age* editorial staff, finds Herman "unusually precise and a serious student of railroading who regards our hobby as a social institution." Says Art: "I have often noted his almost parental attitude toward young hobbyists and his encouragement of their efforts to develop themselves. At ERA meetings he never seems to tire of being the educator. The scope of his knowledge amazes me."

After taking three exams to test his IQ, Herman, to his surprise, was admitted to the very exclusive membership of MENSA. That is an intellectual and international society to which membership is granted only to those within the top 2 percent of its ratings—comparable, you might say, to Phi Beta Kappa.

Mrs. Elaine Anunson of New Providence, N.J., sizes up H.R. as "vital, adventurous, and enthusiastic, with interests that cover many subjects." She points out that he has walked countless miles through New York City and is very familiar with its terrain, its history, and especially its famous old buildings and other landmarks. His major interest, however, aside from his wife, is the history, operation, and future of electric railways of all types. He also goes in for travel, music, and the progress of American Negroes, both in civil rights and otherwise but particularly their contributions to arts, letters, education, government, science, etc.

He avidly reads *The New York Times* and railroad material but rarely books on other subjects. Besides long hikes in or near the city, his only exercise is occasional roller-skating with Elaine. Like most railfans, Herman is a nonsmoker. "Hobbies like ours must be a substitute for tobacco," he opines. Among the things that anger him are the wanton destruction of wildlife and the riding of trains by people, but especially railfans, only when they absolutely have to. He has never been up in the air, except to ride a helicopter just once above New York, but has traveled in trains in 46 states.

About 90 percent of the photos in his collection are electric shots. He also has a ton, more or less, of picture postcards, data, news clippings, and metal route and destination signs from old rapid transit cars in the New York area. Included in his clippings are such subjects as railroad cartoons, music, Negroes in successful careers, aviation accidents, highway difficulties, travel, New York pix and wordage, and even philosophy, psychology, and astronomy. Also, he has collected some poems, memorizing those which impress him most.

"I enjoy both *Railroad Magazine* and *Trains*," he tells us. "*Trains* appears to be of higher quality because its production is on a higher plane (slick paper, ads, etc.) and because its writing is in deeper detail, whether about an engine type or problems of railroad management. But *Railroad* is more suited to those who prefer the color and lore of railroading, the backgrounds in its history, tales of oldtimers, and objects of railroadiana to collect."

Herman claims to have been the first person to ride the entire mileage of the New York subway elevated system continuously on one fare, a feat which takes from 23 to 25 hours, depending upon the route and connections made. He did that in 1940. We'd like to hear from others who've done likewise.

"Biggest mistake I ever made," he says, "was leaving an electric iron with the power turned on standing flat on an ironing board when I started out on a trip to a beach. Miles away from home, I suddenly remembered it and rushed back frantically to find the board in flames. You can imagine what might have happened in the wooden house with two families, including children, living upstairs!"

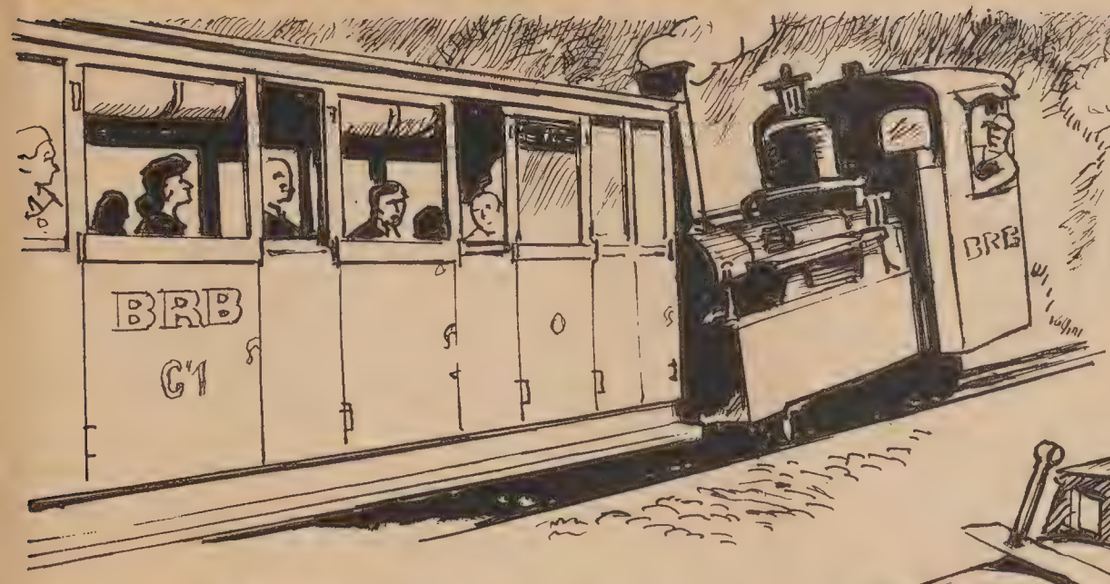
The deepest feeling of depression he can recall was learning that Railway Express had lost two irreplaceable reels of electric railway movies he took, the subjects of which had since been abandoned and torn up. They consisted of New York's Second Avenue "El," including trains on Queensboro Bridge, and a reel on the New York Central's Putnam Division, with shots of a doodlebug and electric multiple-unit cars on the Yonkers branch. ●

Both photos by Herman Rinke

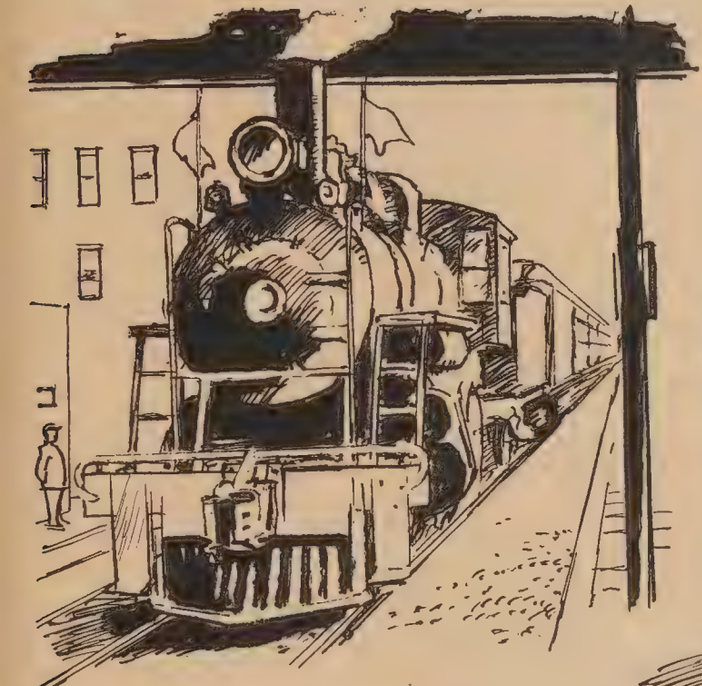
Two Rio Grande Southern "Galloping Geese" meet at a passing siding south of Ridgeway, Colo., 1948. Old Pierce-Arrow radiator conceals newer GM engine.

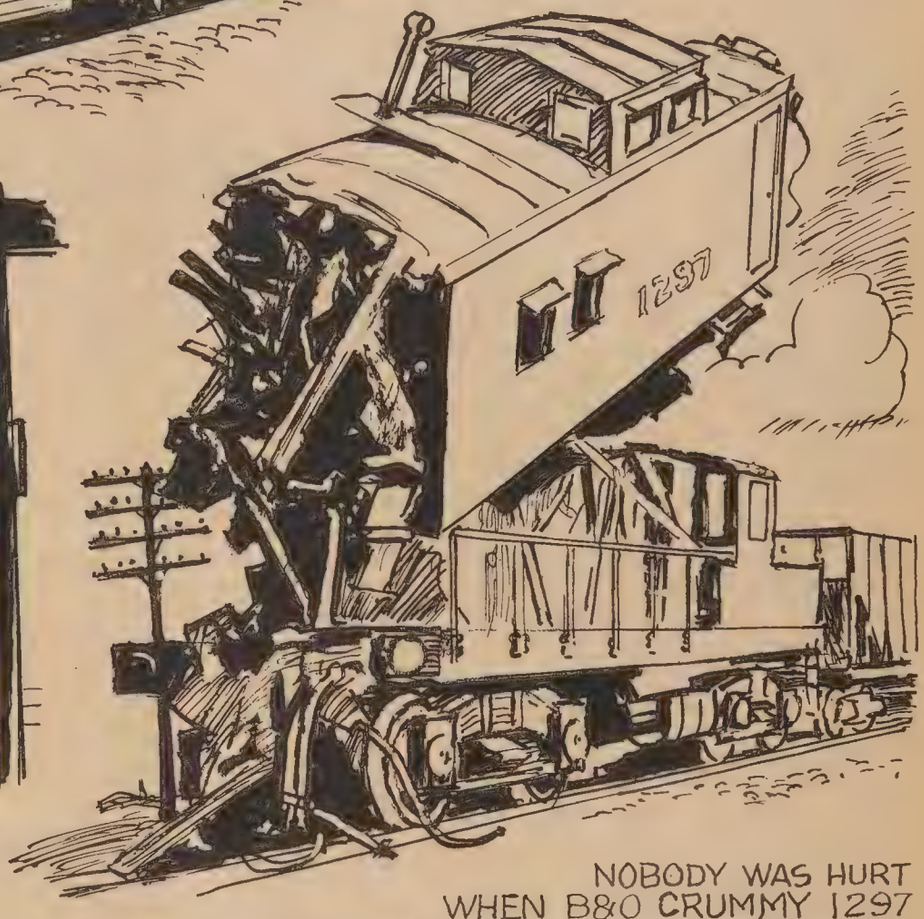
ALONG THE IRON PIKE

by Joe Easley



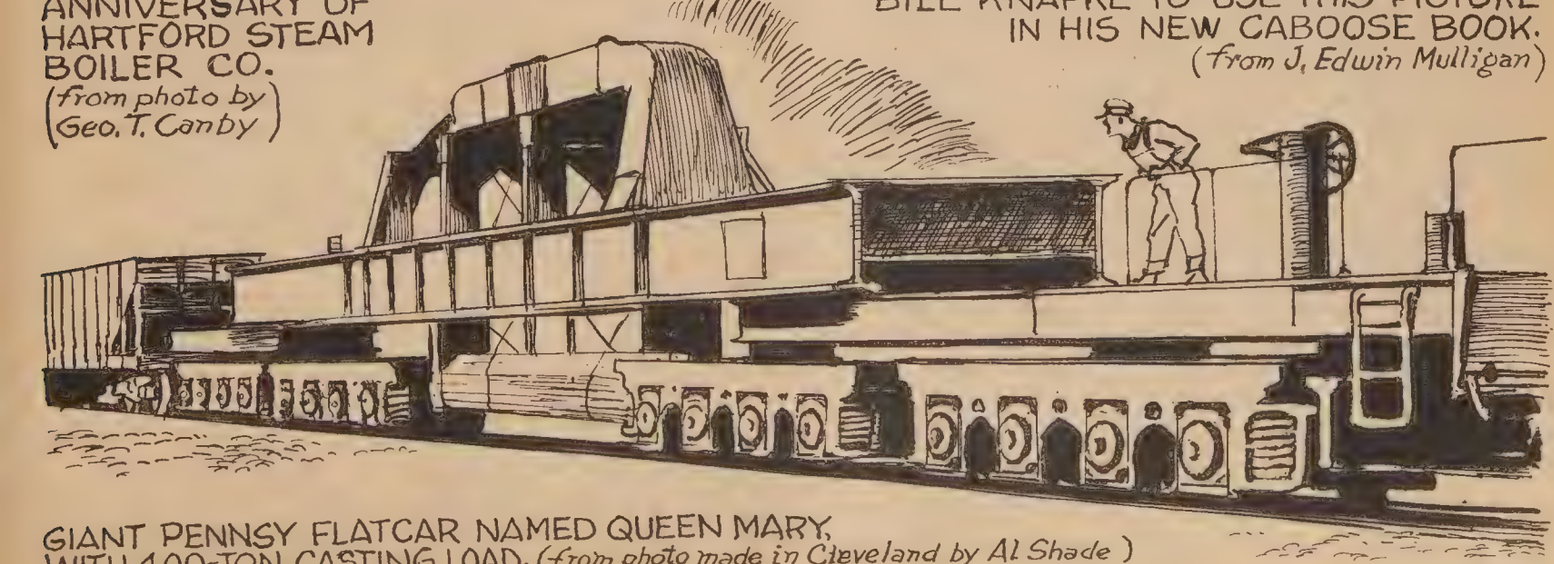
THE LAST STEAM ENGINE WORKING ON A SWISS COG RAILWAY RUNS UP AND DOWN A MOUNTAIN NEAR TWIN LAKES BRIENZERSEE AND THUNERSEE. (from Enginemen's Press)





GREEN MT. RR. ENGINE 89 HANDLED ROUND TRIP BETWEEN HARTFORD, CONN., AND SPRINGFIELD, MASS., WHICH CELEBRATED 100TH ANNIVERSARY OF HARTFORD STEAM BOILER CO. (from photo by Geo. T. Canby)

NOBODY WAS HURT WHEN B&O CRUMMY 1297 RAN AWAY AT KENSINGTON, MD., HIT A DIESEL LOCOMOTIVE AND CLIMBED ON TOP OF IT—TOO RECENTLY FOR BILL KNAPKE TO USE THIS PICTURE IN HIS NEW CABOOSE BOOK. (from J. Edwin Mulligan)



GIANT PENNSY FLATCAR NAMED QUEEN MARY, WITH 400-TON CASTING LOAD. (from photo made in Cleveland by Al Shade)

Information Booth

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.**

1 ***What is the status of Milwaukee Road's two electrified districts?***

Electrification of the Coast Division, 216 miles through the Cascade Mountains in Washington, is now for standby service only. One locomotive is maintained at Beverly, Wash., and one at Cedar Falls, Wash., for use if train tonnage requires. One other electric loco is kept at Tacoma for a spare; all others have been either scrapped or transferred to the Rocky Mountain Division, still electrically-operated over 400 miles in Montana. One bi-polar loco is at the National Museum of Transport, St. Louis, Mo. We are indebted to Donald C. Dietrich, 9508 15th Ave. N.E., Seattle, Wash., for this information.

2 ***Tell me about the difference among Shay, Heisler, Climax, and Willamette steam engines?***

First of the geared types, the Shay, had 2 or 3 vertical cylinders, on one side of an offset boiler, driving the wheels in its trucks through shafts with universal joints and outside bevel-gears. The Heisler had two cylinders in V-formation under the boiler, driving the nearest axle of each truck via gears, shafts, and universal joints, with side-rods connected to the other wheels in each truck. The Climax had two parallel, inclined cylinders, one on each side of the boiler, driving a common cross-shaft which activated the axles through reduction gears, shafts, and universal joints. The Willamette was a 3-cylinder, 3-truck Shay type built by Willamette Iron & Steel Works, Portland, Ore., instead of Lima Locomotive Works, after Lima's patents on Shays had expired. Chief difference was that on Lima 3-cylinder Shays the valve compartments on the 2 forward cylinders faced forward while the valve compartment on the rear cylinder faced rearward, while on Willamettes, all 3 valve compartments faced outward.

3 ***How extensive was the Cleveland Union Terminal electrification?***

Sixteen miles long, from steam-loco exchange points at Linndale, west of Cleveland, to Collinwood, on the east. Through operation of diesels eventually brought about the abolition of electric operation, which was begun in 1929. CUT's large 2-C-C-2 locos are now in Penn Central service in the New York suburban area.

4 ***Where can I photograph Rogers-built steam locomotives?***

For locations of all known steam locos in this country, with builders' locos, etc., consult Koenigsberg's *U.S. Steam Locomotive Directory*.

5 ***What is "Rent-a-Train"?***

Basically an extension of the unit-train idea, it is Illinois Central's proposal, under consideration by the Interstate Commerce Commission, for year-round rail transportation of grain for export. Shippers, individually or collectively, would be able to hire an 86-car train for $1,000,000 annually (or $700,000 if the shipper furnishes the cars) plus 1½ mills per ton-mile, for an unlimited number of trips from Illinois to any Gulf port on the IC at a minimum speed of 25 mph. IC claims that shippers will benefit from lower rates, grain-elevator proprietors will benefit from alleviated car-shortages at harvest time, and farmers should be able to get higher prices.

6 ***Does snow interfere with operation of Japan's high-speed New Tokaido line?***

It did until recently, in the Sekigahara area in central Japan. The draft caused by a speeding train would blow loose snow up under the cars, often forming large chunks of ice which would drop to the roadbed and kick up stones, damaging equipment, and snow sticking to the undercarriages would impair electrical insulation. Studies indicated that a layer of water sprinkled over loose snow freezes to solid ice, which prevents snow from being blown about. Accordingly, stationary sprinklers have been installed at trackside in areas of heavy snowfall, and sprinkler tank cars have been acquired for supplementary watering.

7 ***What is the current address of Rail Photo Service?***

125 Kennedy Memorial Drive, Waterville, Maine, 04901. H. W. Pontin, a retired Boston & Albany locomotive engineer, runs this service.

8 ***What is the international speed record for diesel locomotives?***

"To the best of my knowledge," replies our technical editor, Sy Reich, "the record for a diesel-electric is 122 mph., held by the CB&Q *Mark Twain Zephyr*, and the record for a diesel-hydraulic is 133½ mph., set by a German locomotive, both before World War II."

9 ***Reprint the old poem "Over the Line with Dad."***

Here it is, author unknown to us.

If I could be a boy again
On the wings of fancy loose,
Free from the cares that make us men,
In my dear old dad's caboose;
Of all there was I now recall
That made my boy heart glad,
I wish that I might go again
Over the line with dad.

Chum with the brakeman, laugh and joke,
Ride on the engine a while,
Washing away the grime and smoke,
Standing up straight in the aisle;
Climbing up on the counter high,
Oh, what a treat for a lad!
Coffee, sandwich, and custard pie—
Over the line with dad.

Sit 'way up in the lookout, too,
With an eye on the jostling cars,
Climbing there in the night to view
The way of the lanterned stars;
Snuggle close to the truest friend
That ever a fellow had,
Wishing the trip might never end—
Over the line with dad.

The old caboose has gone long since,
And its crew has whistled the sky,
Fancy still with its radiant tints
Illumines the days gone by!
And when God's caller comes 'round for me,
My heart shall be far from sad
If only I know that I'm to go
Over the line with dad.

10 ***Which frequencies does the Erie Lackawanna use for two-way radio?***

Megacycles per second: 160.275, 160.29, 160.725, 160.74, 160.815, 160.83, 160.935, 160.95, 161.025, 161.04, 161.355, 161.37, 161.385, 161.4, 161,505, 161.52, 161.535, and 161.55.

11 ***Explain the wheel arrangement of the C&O 500-series steam-turbine-electric locos built in 1947-'48.***

It appeared to be 4-8-4-8-4, but, according to the Whyte system of grouping driving- and idling-wheels, it wasn't. Each of the 3 locos had a 4-wheel leading truck; an 8-wheel truck with 6 wheels powered; a 4-wheel idler truck; another 8-wheel truck with 6 wheels powered; a 4-wheel truck with all 4 wheels powered; and no trailing truck in the usual sense. The leading truck and idler truck wheels were 36″ in diameter; all other wheels were 40″.

12 ***What has become of B&O's Mount Royal Station in Baltimore?***

Purchased in 1964 by the Maryland Institute, College of Art, it has been renovated for use by art classes. Public exhibit facilities also have been established in it. The Renaissance-style granite station, a Baltimore landmark, was opened in 1896, closed in 1961. B&O sold the building, the 3 acres on which it stands, and air rights over the tracks for $250,000, a figure far below the estimated total value, thereby, in effect, making a donation to the Institute.

Running Extra

Relationship of Pittsburgh & Lake Erie to Penn Central may soon be changed. Hardly had our June issue, with a question about it, hit the news stands when the Penn Central approved an exchange offer for P&LE stock, subject to ICC approval. PC proposes to issue three-fourths of a share of its own stock in exchange for each P&LE share, plus a cash payment of $5. That and other financial transactions evidently will combine to make P&LE an integral part of PC, which already owns 81 percent of its stock.

Details about a Chicago, Milwaukee & St. Paul wreck allegedly due to a mouse or an ant is sought by Maurice H. Burke, 1616 Springhill Rd., Terre Haute, Ind., who says the accident occurred in the 1920's at Belt Junction, where the Milwaukee Road crossed the Chicago & Eastern Illinois. According to reports, the little creature in the interlocking circuits caused a short circuit, which resulted in a "clear" indication by a semaphore arm even though the derail it supposedly controlled was set for derailment.

Info. on Cumberland Valley No. 46, a class D-16d engine built in 1906 by the PRR Juniata Shops, is wanted by L. P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603, who says he has a photo of her at an unidentified enginehouse near a small turntable and water spout. Did the Pennsy or the Northern Central use this engine before Cumberland Valley RR. became part of the big system?

"Regarding the Casey Jones wreck at Vaughan, Miss. on Aug. 30, 1900," writes Ralph W. Harrison, 3024 McGraw St., San Diego, Calif. 92117, "I understand that one of the crew men involved was Homer English. Who can tell me anything about him? Apparently the Illinois Central can't."

"Is the Canadian shortline running from Portage to Penlake, on Lake of Bays, Muskoka District, Ont.—approximately one mile—the world's shortest complete railway system?" asks Lola Leach, 240 Mark St., Peterborough, Ont., Canada.

Info. on the use of lanterns with two-color globes is wanted by George A. Hess, 359 Delaware Ave., Paterson, N.J. 07503, who describes a lantern dating from the 1870's and having a globe with the upper part green and the lower part white or clear.

Former Brooklyn Eastern District Terminal saddle-tank 0-6-0 No. 15, one of the two BEDT locos stored for some time in the Pennsy yard near South Kearny, N.J. (see item 13 in our April department), was never intended for operation on Long Island, according to her owner, Edward J. Bernard, Jr., of the Southern Appalachian Ry., Burnsville, N.C.

"Within a week after your April issue came out," he complains, "someone stole her front number plate, after she had sat there for two years in relative obscurity with no vandalism. It is a sad state of affairs, but if we are to keep the remaining gems of a bygone era intact, I think that serious railfans should keep the locations of their possessions secret, to discourage vandalism."

No. 15 is intended to run on the Southern Appalachian Ry., which will use former Black Mountain RR. trackage. If the person now holding the number plate in question will send it anonymously to *Railroad Magazine*, 205 E. 42 St., New York, N.Y., 10017, we will return it to the rightful owner.

"I have a Baldwin builder's plate dated April, 1902, serial number 20274," writes Wade B. Hall, 715 N. 70th St., Seattle, Wash. "Recently a photo on the *Norfolk & Western Magazine* cover showed a similar plate dated Dec., 1904, serial number 24845. The difference in serial numbers is 4571, but the time lapse is only 33 months. Did Baldwin outshop 4,571 locomotives in that short period?"

The Erie Lackawanna has set up a public facility on a 50-acre site near Mt. Pocono, Pa., for unloading new automobiles and trucks shipped in by rail for distribution to consumer markets in the New Jersey and Pennsylvania areas. This is available for use by any auto manufacturer.

Brief history of Hastings & Dakota RR. and its motive power is wanted by Irvin L. Faust, 6330 E. Colgate Dr. Tucson, Ariz. 85710. •

Silverton's Future in Doubt

Uncertainty continues to overshadow the Denver & Rio Grande Western's narrow-gage lines. The Durango-Silverton excursion run makes money, but the rest of the slim-gage system, on which steam still hauls freight, seems not to. Rio Grande management, though not unfriendly to the nationally-popular Silverton run, with its spectacular scenery and atmosphere of oldtime railroading, appears to want to abolish all its narrow-gage operations or turn them over to an independent operator.

The difficulty lies in finding financial resources great enough to back up the Silverton run through times of slack traffic and unforeseen disaster as well as in time of prosperity. The 3-foot-gage rails run through canyons and on the sides of mountains; a flood, a washout, a landslide, or a cave-in could do damage which could be repaired only by a management commanding sufficient finances. A "shoestring" operator might be able to continue the Silverton run successfully until a sudden calamity; but without money enough for such emergencies, the line would probably die for all time.

Much fame has come to the Silverton run. Several new cars, of steel but in the old open-platform style, were built a few years ago to handle significant increases in seasonal passenger traffic. There is no doubt of the popularity of the run; among the many who are making earnest efforts to preserve it are those who believe it should be made a Government-sponsored national park attraction.

Recently, the American Society of Civil Engineers designated the Durango-Silverton narrow-gage branch a National Historic Civil Engineering Landmark, in recognition of the astounding feat of building it through very rugged territory in hardly more than 9 months, back in 1882. •

RPO car 376 (St. Louis, 1926), on White River bridge in 1938, is now line car 1100 on Chicago South Shore & South Bend.

All pix from collection of C.W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.

RPO car 377 (shown at Ft. Wayne, Ind., in '37), was built at St. Louis in '26 and was sold to the South Shore Line when the Indiana Railroad folded up.

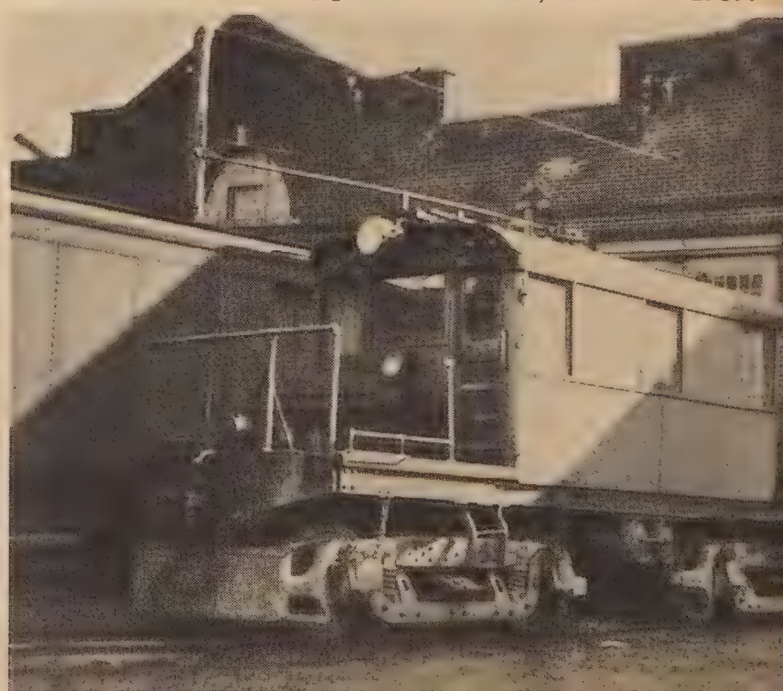
INDIANA RAILROAD

Equipment roster compiled by C. William Jernstrom

Number	Type	Builder	Formerly	Retired	Notes
		PASSENGER MOTORS			
50-61	lightweight	ACF, 1931	(bought new)	1941	(1)
62-84	lightweight	Pullman, 1931	(bought new)	1941	(1)
90-99	lightweight	McG-C, 1930	NI 350-359	1/1940	(2)
171	combination	Jac.-Sharp, 1900	PS 171	1939	(3)
200-205	city pass.	Kuhlman, 1927	PS 260-265	1939	(4)
301-306	coach	Jewett, 1905	PS	1939	(5)
323-326	combination	St. Louis, 1923	ISC	1937	(6)
327	combination	St. Louis, 1917	ISC	1937	(6)
400-408	combination	Cincinnati, 1913	UT Co.	1936	(7)
427-441	combination	St. Louis, 1925	UT Co.	1940	
442, 445	combination	Jewett, 1913	UT Co.	1938	(8)
446-449	combination	Cincinnati, 1923	UT Co.	1938	(9)
450-456	combination	Cincinnati, 1919	PS 150-157	1938	(10)
457-458	combination	St. Louis, 1926	ISC 378-379	1937-8	(11)
375-377	RPO-coach	St. Louis, 1926	ISC		(12)

Lightweight coach 75 (Pullman, 1931) at Anderson Jct., Ind.

Loco 754: built in 1919, pictured in 1937, retired in 1939.



No. 787, built in 1928, is shown in 1937.

Line car 763: built in 1902, seen in '37.

Portable powerhouse trailer No. 223.

FREIGHT AND SERVICE MOTORS

700	box motor	Inter., 1924
701	box motor	Cincinnati, 1904
702-704	box motor	Inter., 1924
705	box motor	Brill, 1905
706	box motor	Jewett, 1903
707	box motor	Cincinnati, 1907
708	box motor	Cincinnati, 1907
709	box motor	Jewett, 1903
710	box motor	Ind. RR., 1903
711	box motor	
712	box motor	ACF, 1924
713	box motor	ACF, 1924
714	box motor	ACF, 1924
715-717	box motor	ACF, 1924
718	box motor	Cincinnati, 1910
719	box motor	Niles, 1907
720	stock motor	Niles, 1907
721	box motor	
722	box motor	
723	box motor	Cincinnati, 1906
724	box motor	Cincinnati, 1903
725	box motor	St. Louis, 1900
726-727	box motor	ISC, 1930
728	box motor	Cincinnati, 1910
729	box motor	Cincinnati, 1905
730	box motor	ISC, 1924
731-732	box motor	Cincinnati, 1907
733	box motor	Cincinnati, 1910
734	box motor	Cincinnati, 1910
735-736	box motor	St. Louis, 1917
737	box motor	D&W Tr.
738	box motor	ACF, 1923
750	locomotive	Ind. RR., 1939
751	locomotive	B-W, 1923
752	locomotive	THI&E, 1920
753	locomotive	THI&E, 1927
754	locomotive	NI Pwr., 1910
760	line motor	Jewett, 1908
761	line motor	THI&E, 1913
762	line motor	AS&I Co.
763	line motor	St. Louis
764	line motor	AS&I, 1902
765	line motor	St. Louis, 1902
766	line motor	St. Louis, 1910
767	line motor	ISC, 1929
768	line motor	Steph., 1905
769	line motor	Steph., 1905
770	line motor	Cum., 1913
771	line motor	Cum., 1911
772	line motor	Cum., 1926
773	line motor	Ind. RR., 1938
777	work motor	1918
778	work motor	UTCo., 1918
779	work motor	UTCo., 1908
780	work motor	UTCo., 1908
781-782	work motor	UTCo., 1926
783	work motor	UTCo., 1927
784-785	work motor	UTCo., 1927
786-787	work motor	UTCo., 1928
788	work motor	THI&E, 1920
789	work motor	THI&E, 1923
790	work motor	
791	work motor	1913
792-795	work motor	
1150	wreck motor	Ind., 1934
1151	wreck motor	THI&E, 1922
1152	wreck motor	Jewett, 1908
1153	wreck motor	ISC
1160	wreck trailer	
1171	snowsweeper	Cum., 1910
1176	snowplow	THI&E, 1900
1177	snowplow	THI&E, 1900
1182	city work	Brill, 1908
1185	sand-dryer	1912
1188	portable sub.	1922
1189	portable sub.	Armor, 1920
158	pull-car	ACF, 1923
U		1938 (13)
U 605		1937 (14)
U		1939 (15)
THI&E 154		(15)
THI&E 126		1939 (15)
THI&E 131		1937 (15)
THI&E 132		(15)
THI&E 150		(15)
New		(16)
PS 427		1940 (15)
PS 476		(17)
PS 477		(17)
PS 478		(17)
PS 432-434		(18)
THI&E 136		1938 (19)
PS 422		1939 (20)
PS 424		1939 (15)
PS 425		(21)
PS 426		1939 (22)
U 501		1938 (15)
U 610		1938 (23)
U 612		1938 (24)
ISC 845-846		(25)
ISC 847		1938 (26)
ISC 852		1939 (27)
ISC 853		1939 (28)
ISC 854-855		1938 (29)
ISC 856		1938 (30)
ISC 857		1939 (31)
ISC 858-859		(32)
D&W 796		(33)
PS 161		(34)
PS 605		(35)
PS 606		(33)
THI&E 192		(33)
THI&E 196		(33)
N. I. Pwr 402		1939 (33)
U 238		1938 (33)
THI&E 177		1937 (36)
THI&E 190		1940 (37)
THI&E 191		(33)
ISC 823		1938 (38)
ISC 826		(38)
ISC 827		(38)
ISC 829		1938 (39)
U 287		1938 (40)
U 285		1938 (40)
THI&E 181		1937 (33)
PS 214		1939 (41)
PS 217		1939 (33)
718		(33)
UTCo.		1938
UTCo.		1939
UTCo.		1938
UTCo.		1938
UTCo.		1938
UTCo.		1937 (42)
UTCo.		
UTCo.		
THI&E 193		1938
THI&E 195		1938
PS 611		(33)
PS 612		(33)
ISC 818-822		1938 (43)
UTCo. 443		(44)
THI&E 152 (?)		(45)
PS 149		(46)
		1939 (33)
UTCo. 1150		
THI&E 591		1938
THI&E 158		1937 (47)
THI&E 199		1938 (47)
THI&E 806		1938
UTCo. 645		
PS 222		(47)
UTCo. 1152		1938 (47)
PS 158		1939 (48)

Indiana RR. Roster Notes

(1) 50-61, coach-lounge; 62-84, coach baggage; 55, converted to all lounge in 1934; 62-63, converted to coach-baggage in 1934; 55, sold to Lehigh Valley Transit, renumbered 1030; 65, sold to Cedar Rapids & Iowa City, renumbered 120.

(2) Ex-Northern Indiana lightweight Nos. 350-359, returned to McGuire-Cummings Car Co. in June, 1934, when NI quit. Bought by Ind. RR. in 1936.

(3) Ex-1 series, Indianapolis, Shelbyville & Southeastern.

(4) Ex-Interstate PS Co., Louisville-Jeffersonville cars.

(5) Rebuilt in 1921 by ACF from Indianapolis, Columbus & Southern Tr. Co.

(6) Rebuilt in 1927 by ISC from car 103 of Ft. Wayne & Decatur Traction Co.

(7) 401 retired prior to 1930.

(8) 442, 445, and 443 (1150) and 444 (710 ex-Michigan RR., GRH&C Div., were 112, 115, 113, 114.

(9) Ex-Indianapolis & Cincinnati 600's.

(10) Ex-Interstate 150-152, 154-157 respectively.

(11) Ex-Indiana Service Corp. 378-379.

(12) Sold to Chicago South Shore & South Bend and rebuilt: 376 into line car 1100 in 1947; 375 into Begg trailer 503; 377 into Begg trailer 504.

(13) One end.

(14) One end, ex-Muncie & Portland.

(15) One end.

(16) Two ends, salvage of 444.

(17) Two ends, was trailer on IPSC.

(18) Two ends, 434 was 425.

(19) Two ends, became line car 773.

(20) One end, ex-Indpls. & Lou. 902.

(21) One end, made from PS 428.

(22) One end, made from PS 428.

(22) Two ends, ex-St. Louis & Northern 802.

(23) One end, pass. car 257 in 1922.

(24) One end, pass. car 263 in 1923.

(25) Two ends, ex-ISC 845-846.

(26) One end, ex-47, Ft. Wayne-Lima 47.

(27) Two ends, ex-ISC 52.

(28) Two ends, ex-53, pass. car 322.

(29) One end, ex-ISC 54-55.

(30) One end, ex-ISC 56.

(31) One end, ex-ISC 58-59.

(32) One end, ex-ISC 57.

(33) Two ends.

(34) One end, 1937-rebuilt parlor car.

(35) Two ends, rebuilt 1939.

(36) Two ends, 2 types of controllers.

(37) Two ends, ex-Ind., Craw. & Denv.

(38) Two ends, ex-FtW&NI Tr. 42. Nos. 765, 766 were never used in Ind. RR.

(39) Two ends, ex-FtW&NI Tr. 42, not renumbered.

(40) Two ends, ex-Ind. Nor. pass. car.

(41) One end, ex-Ind. Col. & So. 603.

(42) Later converted to flatcar.

(43) Two ends, renumbered, never used.

(44) Two ends, named "Elwood."

(45) One end, ex-THI&E 179.

(46) One end, ex-W. Ohio 190.

(47) Trailers.

(48) One end, ex-parlor car.

Abbreviations, names of builders: ISC, Indiana Service Corp.; ACF, American Car & Foundry Co.; THI&E, Terre Haute, Indianapolis & Eastern Traction Co.; Ind., Indiana Railroad; W. Ohio, Western Ohio Ry.; D&W Tr., Dayton & Western Traction Co.; Jewett, Jewett Car Co.; UTCo., Union Traction Co. of Indiana; Cincinnati, Cincinnati Car Co.; Steph., John Stephenson Car Co.; Niles, Niles Car Co.; PS, Interstate Public Service Corp.

Indiana Railroad passenger terminal at Ft. Wayne in 1938: (left to right) RPO 377, lightweight lounge 58, coach 76.

STEVE MAGUIRE'S

TRANSIT TOPICS

Three-truck, articulated streetcar seen in Copenhagen, Denmark, in 1965. Value of street railways is appreciated in many European cities. Would you call this streamliner a PCCCCC?
Paul Meyer, 630 Enos, Kankakee, Ill. 60901

Long exposure made one night some years ago of Cleveland Union Terminal reveals light patterns left by mainline trains and Shaker Heights cars.
Photo by Richard J. Cook

COUNTERFEIT subway tokens, estimated at more than a million and a half of them, each good for a 20-cent ride, have been circulating in New York City! This startling news was announced by Irving P. Seidman, the city's assistant district attorney, in connection with the arrest of Jack Dubin, age 55, a Brooklyn luncheonette owner who cashed 2,700 of the tokens directly with New York Transit Authority.

Steve Maguire

The fakes are near-perfect duplicates of the real thing and are hard to detect as spurious. Last January the TA cashier's office sent Dubin a $540 check after he had turned in 2,700 tokens, supposedly in response to an appeal from TA, which issued the call after the public began to hoard tokens in expectation that the subway fares would be increased from 20 to 25 cents as a result of the city's latest transit strike. The rush caused a shortage of tokens throughout the system.

Mr. Seidman said the cache of 2,700 was the largest redemption of tokens the TA experienced. Out of curiosity and suspicion, officials examined the tokens closely and discovered they were bogus. This led to an investigation by TA Police Lt. William McKernan and Thomas Carroll, chief investigator of the district attorney's rackets bureau.

The investigation is aimed at uncovering the source of the tokens, which reportedly were sold for five cents each. According to Mr. Seidman, the 1,500,000 believed to be in circulation probably have been used many times over, thus multiplying the loss to the Transit Authority. Dubin was charged with grand larceny and cashing a false monetary instrument.

SAN FRANCISCO may soon have new, 98-foot, articulated streetcars to serve the Municipal Railway level of the Market Street subway now being built by Bay Area Rapid Transit. Mayor Joseph L. Alioto deserves credit for the decision of the San Francisco Public Utilities Commission to buy such equipment. A report by the engineering firm of Simpson & Curtin had advised abandonment of the rail lines; but at the Mayor's insistence this report was rejected and now BART has been told that new, long, electric cars similar to the Duwag-built German trams will be used locally in the subway to replace aging PCC cars.

Pointing out that "European systems have been more imaginative than those in our country," Mayor Alioto says the proposed cars will be designed to run in trains during rush hours. Four-car trains of 3-section articulateds will be equivalent to a 12-car train. Mr. Alioto's rail policy contrasts sharply to that of former Mayor Roger Lapham who, campaigning for re-election a quarter-century ago, demanded the abandonment of San Francisco's beloved cable cars. Fortunately, Mr. Lapham was beaten. His defeat assured the cable cars' future.

Now, under Mayor Alioto's wise planning, the installation of a successful European-type transit system, the *limited tramline,* may come to the U.S. In such service, cars run downtown in subways but at outer ends they operate on the surface. It would cost less than building a complete new underground line; but, if desired, a subway could be constructed later on. Mayor Alioto wrote to our magazine: "San Francisco is the center of a metropolitan area in which four million people now live. This will probably double by 1990. An absolute goal is the 'great circle route' of mass transit from this city, at the hub, to San Jose on the south and Santa Rosa on the north . . . Freeways for commuting are a con-

Mayor Alioto

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Conestoga Traction Co. car between Lancaster and Ephrata, Pa., back in 1946.
Photograph by Herman Rinke

spicuous waste in terms of hours lost in the agony and boredom of peak traffic, in wear and tear on autos, and in parking fees.

"As the metropolitan area grows, more and more persons crowd our freeways and pressure mounts for a complete, integrated system to encompass the entire Bay. We must do our utmost to encourage the use of railroad right-of-way for rapid transit on the Peninsula. The flood of autos from the Peninsula into this city must be checked. As part of the route, tracks from the present depot should be extended directly downtown."

Instead of a bond issue to finance the much-needed new equipment plus many replacements of old Muni buses, the voters may be asked next November to approve the creation of a nonprofit corporation to handle the purchases. The BART bond issue and subsequent litigation delayed the start of construction of the subway line to Oakland and outlying areas, throwing that separate new line into financial chaos.

Says William J. Dwyer, Muni utilities finance director: "Unless we move at once to buy new rolling stock, we will face skyrocketing maintenance costs and the prospect of serious cutbacks in service. Our old equipment is falling by the wayside."

PITTSBURGH'S Port Authority, which only a year ago was awarded $2,872,000 to pay for Skybus tests of the Westinghouse Electric Corp., will now get an additional $1.6 million grant toward the installation of the Skybus as a substitute for current rapid transit service to the South Hills area of Pittsburgh, deplores Jim Cerny, 1022 Province St., Pittsburgh, Pa. 15212. Latest plans call for Skybus construction over a route to begin at Penn Central railroad station, pass under the yet-unbuilt U.S. Steel building, traverse the Monongahela River via the existing Penn Central bridge and then through Mt. Washington via the old Wabash Tunnel through Beechview, Dormont, Mt. Lebanon, and Castle Shannon, terminating in Bethel Park—probably at the Washington Junction area.

With a senseless aversion to streetcars, John W. Dameron, PAT's executive director, says PAT, the State Highways Department, and other agencies are still studying the possibility of paving over the Drake-Library-Castle Shannon streetcar right-of-way for an express bus lane. This, he says, would eliminate streetcars in the Golden Triangle, and perhaps give PAT the exclusive use of Smithfield and Wood streets for buses during rush hours.

Writing in the Pittsburgh *Post Gazette,* Donald E. Anderson of Bethel Park, Pa., states indignantly: "The most recent affront to the commuters' intelligence is Skybus, the rubber-tired experiment designed to give Pittsburgh the most unusual and inefficient mass transportation system in the world.

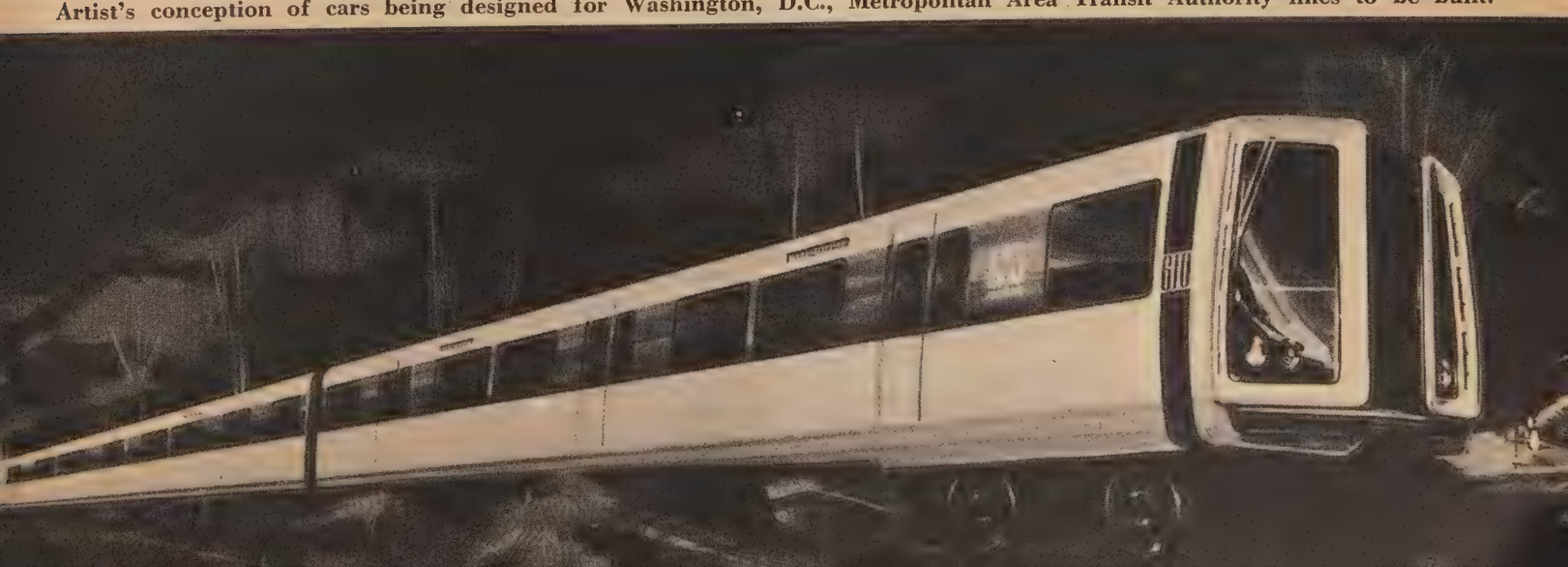
"The Parsons, Brinckerhoff, Quade & Douglas engineering feasibility study, which spelled out plans for an efficient 60-mile rail complex in Allegheny County, did not recommend Skybus. The report did suggest, however, that buses would be most useful in the suburbs as feeder lines to rapid rail service. This $500,000 study and its practical recommendations are, for the most part, being ignored."

PAT has relinquished its Arlington trolley line, No. 48, to facilitate the repaving of Carson Street, which it used—a repaving which meant removing all trolley tracks. At the same time Carrick trolley line, No. 53, was rerouted through South Hills tunnel, up to Mt. Oliver, and to Carrick along Brownsville Road. Even that line, with Dameron at the helm of PAT, seems to be doomed.

AFTER squabbling two years, shareholders of Philadelphia Transportation Co. have approved a plan to sell PTC to Southeastern Pennsylvania Transportation Authority for $48.3 million. The Transit Authority also will take over the company's pension plan (liabilities, about $8 million). Until the sale, PTC was the nation's largest remaining privately-owned transit system.

EUROPEAN NOTES. Work on new 70-kilometer rapid transit system in Gothenburg, Sweden, is due to start in 1973. The first prototype for a new

Artist's conception of cars being designed for Washington, D.C., Metropolitan Area Transit Authority lines to be built.



underground railway in Budapest, Hungary, is now being tried out.

ALASKA had at least one electric passenger line, we learn from Ralph A. Marson, 8070 Busch St., Center Line, Mich. 48015. The Thane-Perseverance Railway owned 5 electric locomotives and two passenger trailers which made a run daily over the 5 miles of track between Thane and Perseverance, Alaska. Originally known as the Alaska Gastineau Mining Co., the line had 600 volt d.c. power and a large assortment of mining freight cars, probably ore-hauling types, on its 3-foot gage tracks. This was the only electric line of Alaska ever mentioned in the *McGraw Electric Railway Directory*; its listing appeared in the 1920 issues.

CORRECTIONS to our roster of Lake Shore Electric equipment (April issue) come from John J. Roe, who as a boy lived in Milan, Ohio, and worked for the Cleveland, Southwestern & Columbus until 1910. Now, at age 87, he is retired, living at 540 Alder St., Jacksonville, Fla., and is the author of a history of the Sandusky, Milan & Norwalk Electric, which we reviewed last year. Mr. Roe has prepared an addenda sheet to his SM&N story.

LSE's original Barney Smith Co. cars were numbered 1 through 25, all-passenger types, but several had baggage sections built into them later. The first freight cars were numbered 31-33. Eventually some old passenger cars were rebuilt for freight service and renumbered 26-32.

LSE passenger car No. 1 (not shown in our roster) lost its air on Berlin Heights, ran wildly downhill, crashed into a Nickel Plate freight train at the station in Berlin Heights, Ohio, and was destroyed. Mr. Roe says the oldest LSE cars came originally from the Toledo, Fremont & Norwalk (not Northern as our roster stated).

Trolley Museum News

MAGEE Electric Shortway museum line, now completely built, has a 1½-mile loop over which cars run every Sunday all summer, on the north side of Interstate Highway 80 at Bloomsburg, Pa., zip code 17815. A picnic park for visitors is being built at midpoint of the trolley line.

Open car No. 2, a Rio de Janeiro import, beautifully restored, is used in regular service. Soon its mate, No. 3, also from Rio, will be completed and operated as an alternate car. Then work will be resumed on the body of the first trolley that ever ran in Bloomsburg; No. 1, a Brill semi-convertible that also is being restored and, in time, will function as a closed trolley.

Restoration work is conducted by Edward Blossom, a perfectionist in such matters. For years before he came to the Magee line Ed was a very active member of the Branford Electric Railway museum in Connecticut, a membership he still retains. He hopes someone will keep in touch with the remaining trolley lines in Portugal and Spain, where some old U.S.-built cars are still running in several cities. These are now the only remaining vehicles having two types of streetcar trucks that are essential to restoration of car bodies that occasionally are found at isolated spots in the U.S. The bodies themselves can be restored, but underframes, or trucks, are vitally needed. Without these, the equipment could not be made to run. Right now, according to Ed, the last source of maximum-traction type of streetcar trucks, 39E and 27G, is extant only in Portugal and Spain. As the overseas lines using cars with such trucks are abandoned—as many eventually will be—someone should be available to make contacts for the needed car trucks before they are scrapped.

Another problem that concerns Ed Blossom is the safe operation of trolley museum lines. His fears that a serious accident could bring insurance claims, and if the accident is bad enough the insurance rates for all trolley museums may be made so high that few, if any, could ever operate again.

Thus far, these lines have had few accidents, but each museum should carefully review its operation with a view to assuring the utmost safety. For example, lines that have trolleys with narrow tires must be sure that rail gages are exact. A slight deviation in gage could cause a wheel to drop between tracks, which at speed would be disastrous. The easy remedy to this problem is to put wide-tire-wheels on such cars.

Ed is interested also in the condition of front-end platforms of old cars, on which the motorman and riders usually stand while the car is running. Unless the underframe is checked to see that the wooden supports underneath are safe and not rotted, the platform might drop down and the persons occupying it could be thrown under the car trucks behind!

DETAILS of the newest trolley museum operation under construction appeared in the March issue of *The Switch Lamp,* monthly bulletin of the Iowa Chapter, National Railway Historical Society, P.O. Box 1225, Cedar Rapids, Iowa 52406. Until recently the Midwest Central Railroad had been operating a 3-foot-gage steam line in connection with the Old Settlers & Threshers Reunion held annually at McMillan Park over Labor Day weekend in Mt. Pleasant, Iowa. But now, assisted by members of the Iowa NRHS group, a new standard-gage trolley line about two miles long is being built at the park. Starting south of the MC enginehouse, it will feature steep grades, a tunnel, and a lake crossing over a trestle, and will pass through the park's historic village.

Much material to build this line is coming from the Southern Industrial Railroad, formerly the Southern Iowa Railway. That interurban line out of Centerville had been the location of the efforts of Iowa NRHS until its abandonment last year. Track ties, two rotary converters, and other SIRR equipment have been obtained and are being used in building the trolley line at Mt. Pleasant. We hope to report on the progress of this construction job.

Northport Traction No. 2 was a convertible car, and is shown here at barn on Woodbine Ave., Northport, N.Y., about 1915. Long Island trolley pix are rare.
Photograph from Long Island Lighting Co.

Equipment on the new line will be Southern Iowa passenger car 9, reportedly built in the company shops in 1915, that ran until 1932, when passenger service ended. This car, with windows of various sizes, was found in good condition in the Centerville barn by railfans about 30 years ago.

By the 1950's, arrangements had been made to run the car on special trips. Members of the NRHS group painted it in SIRY colors. The new trolley line has acquired a second car, one owned by the Iowa NRHS. This is former Chicago, Aurora & Elgin interurban 320, which was used also on special trips over SIRY until the latter ended electric operation in 1966. It joins No. 9 on the new operation.

The local NRHS Chapter also owned former Chicago North Shore & Milwaukee 727, a passenger car procured after abandonment of the North Shore line in 1962 and sold to the Iowa Terminal Railroad at Mason City to replace the interurban car which the same group sold to ITR last year. That car was destroyed in the much-publicized shop fire last Thanksgiving Day. The 727 will be restored, as was the Waterloo (Iowa) 100 before its burning, and will carry private parties between Mason City and Clear Lake.

Electric Railway Reprints

***Traction Heritage*, Vol. 1, No. 1 is the first in a series of reprints of articles of special interest from the *Street Railway Journal*, which was the leading trade paper in its field from the 1880's until it folded in the 1940's, finally using the name *Transit Journal*. The Vane A. Jones Publishing Co., 6710 Hampton Drive E., Indianapolis, Ind. 46226, is reprinting, with all the original illustrations, what it regards as the best articles of each year. The first reprint job has many choice features from the year 1905, including coverage of the Petaluma & Santa Rosa Ry., the Toledo, Pt. Clinton & Lakeside Ry., the Topeka Ry., the Indianapolis freight and passenger terminals, etc. Original volumes of the *Street Railway Journal* are almost impossible to get today, and the few to be found bring very high prices. The new series recalls old days of the trolley and interurban at their peak. Well-reproduced photos on fine paper, just like the originals, make *Traction Heritage* a valuable contribution to our hobby. Copies cost $2 each, or $10 for yearly subscription (6 issues).**

***Pacific Electric in Transition, 1911* is a 43-page (8½ x 11") reprint of an article from the Jan. 7, 1911, issue of the *Journal of Electricity, Power and Gas*, with soft cover and staple binding. Included are many photos. This is an excellent account of PE lines before the great merger a few years later in which PE absorbed seven other traction companies, making it the world's greatest interurban line. Reproductions are superb. This publication is priced at far less than original copies would bring: $2, from Ira Swett, 1416 S. Westmoreland Ave., Los Angeles, Calif. 90006.**

Sandusky, Norwalk & Mansfield interurban car No. 4 passing over the Baltimore & Ohio north of New Haven, Ohio, about sixty years ago. History of this line was told on page 62 of our July issue. Line quit in 1921.

All photos from collection of Max E. Wilcox, Elyria, Ohio 44035.

How to park a trolley at the curb: SN&M No. 4, with truck at left derailed.

Wreck of Sandusky, Norwalk & Mansfield 2 and 4 at North Plymouth, Ohio.

SN&M No. 3 at Willard, Ohio. Fender on front carried carnival poster.

THE MONEY-BOX PLOT

by Arthur P. Hughes

IT IS well known that in 1801 the brawny and ingenious Richard Trevithick built, in the South Wales town of Merthyr Tydfil, the first steam engine ever to run on rails, and he drove her, with a train of small loaded coal cars, in wobbly fashion over the light track of Penydarran Tramroad.

But few people are aware of the Tony Howard gang that flourished brazenly in that same vicinity in the early 1900's, men who specialized in robbing and cheating British railways and their passengers. For the most part, those criminals were less colorful and certainly less violent than their American counterparts of an earlier era: Jesse James, the Renos, the Youngers, the Hole-in-the-Wall gang, and so on. But the Welsh crooks were clever and their trade was lucrative.

In those days and until the onset of World War I, South Wales was a hive of industrial activity. Coal mining and steel making rose to their peak of development, and adventurers flocked there from far and near in search of easy fortunes. Besides sober, dependable artisans and merchants, there were misfits of many kinds: cheats, drunks, failures, harlots, and ex-convicts.

Among the undesirables there were the Howard gang. Tony Howard, a cocky young fellow, had come from "somewhere in England" and spoke with a mixture of accents. Short and dapper, he dressed immaculately, wore a bowler hat and a carnation or rose in his jacket lapel, and strolled along the main streets at a jaunty gait. Shortly after his arrival in town, he opened a pool room on a back street and never seemed to lack money to spend on liquor and women of easy virtue. His sporting habits soon attracted a number of shady characters who regarded him as their leader.

One of their favorite techniques was to split up into small groups and "work" the passenger trains in that area, using frauds like the three-card trick and crooked poker to separate unwary travelers from their cash. One gangster would board a train at its terminal and select a compartment which had only one other occupant, usually a young miner or steel worker on a day's outing.

All passenger rolling stock in Great Britain then was of the non-corridor compartment type, which meant that once inside and after the train had started, the occupants could not get away from their cubicles until the train stopped. Well, the train would move off with a member of the Howard team nicely installed with a prospective victim, and at the next station two accomplices, also respectably garbed and well mannered, would join them, sitting down nonchalantly in corner seats. Before long, the newcomers would feign boredom, regretting that they could not play cards because they needed two players to make up a foursome and suggesting that the other two gentlemen in the compartment might join them at a quiet game or two to while away the journey.

Of course, the first gangster would agree, and with very little talk he would draw the stranger into this "innocent" pastime for what, at the outset, were usually very modest stakes. At first they would let the fourth man win a game or two and praise him for his cleverness with cards. Later on, they'd clean him out of all his available cash, whereupon the three gangsters would get off at the next stop and prepare to re-enact the scene on a train going in the opposite direction. For short runs they resorted to the three-card trick, as this brought results more quickly but not always the high financial return of poker games.

FORGING railway tickets and selling them at cut rates was another of their rackets. Probably their most lucrative feat, however, was robbing the London & North Eastern Railway of its cash from ticket sales at the Merthyr Tydfil depot.

That place was a jointly owned, stub-ended terminal, out of which radiated five lines, each belonging to a different company. The Taff Vale and the Rhymney railways went down the pleasant valley to Cardiff, which had docks on the seacoast. The Great Western bored through a mountain westward to Swansea town, while the Brecon & Merthyr bent around in a half-circle to run northward up the valley to penetrate the quaint rural areas of mid-Wales. Off that route, the L&NE struck eastward four miles out from the terminal and climbed up onto a high plateau, bleak and treeless, before descending to Abergavenny.

To reach this plateau the line rose some 700 feet between Merthyr Tydfil and the adjoining village of Dowlais, where the tall brick chimneys of large steel works spued their smoke skyward. Actually, the communities were only two miles apart, but to overcome the sharp difference in height the railway had to follow a tortuous 8½-mile course up a narrow valley. This formed almost a complete circle from one station to the other, so that even a lightly loaded train was making very good time to cover it in half an hour.

The Merthyr Tydfil depot being operated jointly by five different railways, its cash takings for ticket sales and the like were kept separately in five containers in the station office and were forwarded to the various head offices at regular monthly intervals. Those for the L&NE usually went off around the last day of each month, loaded in the baggage car of a passenger train which left for Abergavenny at seven.

Riding in the baggage car with the cash in a box, the conductor had strict instructions never to leave that box out of his sight during the journey. This practice of transferring the money from Merthyr Tydfil to Euston Station in London had been proceeding without incident over the years. No doubt it would have been continued for many more years had it not been for the fact that the Merthyr Electric Traction & Light Company, wishing to keep up with modern inventions, laid rails for an electric streetcar line in 1901, exactly a century after Trevithick drove the world's first iron horse along the steep main road between Merthyr Tydfil and Dowlais.

Tiny, single-truck, single-decked cars began grinding their way upward and downward over the line, covering the two miles between the termini in 16 minutes, or just half of the train time and at less than half the cost. This new tram route gave Tony Howard an idea for getting a lot of easy money from the L&NE. He planned to rob the cash shipment on its way to Lon-

don—an undertaking which, according to facts he had learned, should yield the equivalent of at least $8,000. In those days, that was a huge sum.

Assembling the gang in a small hideout behind his pool room, Tony outlined the scheme, which seemed as simple as it was bold. The men were assigned various roles. Each move was outlined to the last detail. First of all, they made an exact copy of the wooden box in which the money was regularly shipped to London. This box measured 2½ by 1½ feet and one foot high. While in transit it was always wrapped in brown paper tied with a white cord in a futile attempt to conceal its identity. Getting an official railway label to attach to one end of the phoney box was done only after gang members had diligently searched the station. One of them found a used label from which they made an exact copy.

The plotters then filled their box with old newspapers before wrapping it in brown paper. On the day usually appointed for shipping the money, one of Howard's men, acting as a scout, went down to the Merthyr Tydfil depot at dusk. It was a mild spring evening. The scout, Mick Delaney, kept watch there to make sure the box was put aboard the train. In due time, a clerk left the ticket office with the treasure in his arms and unceremoniously dumped it onto a rack in the baggage car, whereupon the conductor, Fred Jenkins, signed a receipt.

BEFORE the first puff of the moving engine had left the stack, Mick slunk out of the station and walked across narrow High Street in the center of town, where a streetcar filled with passengers was just about to leave for Dowlais, and swung aboard. Meanwhile, another gang member, Billy Watkins, dressed and made up to look like an elderly gentleman, was hanging around the station. Boarding the train, he seated himself in a compartment near the loco. Billy, too, had watched greedily the loading of the box. Then he settled down to read a newspaper.

As had been planned, Mick Delaney arrived in Dowlais well ahead of the L&NE train. He immediately bought a ticket for the next station along the line, after which he casually sauntered up and down the platform to be seen by four other gangsters, Ned Stapleton, Jackie Brown, Charlie Griffiths, and Bob Duncan. His mere presence there meant that thus far there had been no hitch in the plot. He did not speak to anyone but made certain that the other four saw him.

Ned and Jackie were standing at one end of the platform, each with a large hound dog attached to a strong leather leash, while at the other end Charlie and Bob hid in the shadow of a tool shed, concealing behind them a parcel neatly wrapped in brown paper. All waited for the train to pull in, which it did eventually, panting and blowing after a tough struggle uphill.

The Dowlais station stood on a sharp curve. To get a clear view of his entire train at that spot, the conductor had to walk forward a couple of carlengths. This he did to check on the consist, a point that the writers of the rule book had overlooked in their insistence that he keep an eye on the contents of the baggage car at all times.

Another detail to be noted is that large dogs were not allowed by company rules to enter passenger compartments but had to travel either in the baggage car with the conductor or in special "dog boxes" built into the sides of such a car, each with a door opening directly onto the platform. This latter arrangement had been devised to protect the conductor from having the seat of his pants torn off while his back was turned on any dogs that might be riding with him.

When the train halted at the station, with the engine spotted alongside a water spout to replenish her tank after the uphill effort, conductor Fred Jenkins had to leave his position alongside the baggage car and walk forward to see that everything was in order on his train. To his consternation, it wasn't.

Up ahead, Ned and Jackie were trying to enter a compartment with their two hounds, both of which were barking, while a fussy gentleman inside protested loudly and angrily. Two members of the station staff were intervening when the conductor came up. The alleged elderly gentleman, Billy Watkins, called out querulously: "Conductor, will you take these damned dogs away to your car and let me travel in comfort?"

Throwing caution and the rule book to the wind, Fred Jenkins took charge of the dogs. Ned and Jackie argued vehemently against anyone taking their pets to a baggage car. This incident, the focal point of everyone's attention, had left the baggage car not only unattended and ignored but out of sight of all other persons on the platform.

It was the opportunity Charlie and Bob had been waiting for. Emerging swiftly from the shadows, they slipped in quickly through the open door of the car and switched boxes, bringing out with them the one loaded with easily disposable cash and leaving behind the one holding old newspapers. Then they hurried off in the darkness, stepping briskly along the track that led away from the depot, down a grassy knoll, and over a low wall into a quiet shady lane at the back of a grimy row of workmen's houses. Here they tossed their loot into a big sack which had been conveniently left beforehand at this point. Toting the sack in well-concealed triumph, they made their way to the main thoroughfare and boarded a streetcar that took them downhill to Merthyr Tydfil.

Half an hour later the package was hidden in Tony Howard's back room, the box was broken open with a few well-aimed blows of a sledge hammer, and its rich contents were removed. The loot was more than $10,000!

Next day the gang assembled in that room to share the loot. Tony himself decided in advance what percentage each man was to get out of any enterprise he directed. In this case the criminals were well pleased with themselves. They opened a bottle of whiskey and drank it to celebrate their latest haul, after which each man went home with his part of the swag.

Billy Watkins indulged in a spree that lasted several days. Later, he staggered homeward, not knowing whether or not he was on the ground that seemed to be revolving around him. To enter his house, he had to descend a flight of steps, down which he fell and broke a leg. The doctor who was eventually called in did not set it properly, so for the rest of his life the gangster walked with an awkward shuffle which earned him the nickname of "Billy the Limp."

Another gang member, Charlie Griffith, bought a diamond ring for a tall, dark, and fiery-eyed Welsh lass named Marion Edwards whom he passionately loved and, as was the fashion in those days, bent down on one knee, took her hand, and proposed marriage. Marion said yes. Within two months they were man and wife. But Marion turned out to be a shrew. Her vitriolic tongue made Charlie forsake his life of easy money and take a steady, hard-working, respectable job. Marion's uncle got such a job for him as a clerk in Merthyr Tydfil railway station, in the area where Richard Trevithick drove the world's first steam locomotive a long, long time ago. ●

Here is Third Avenue Railway System No. 629, shiny and new in 1939, at Columbus Circle, New York City. The series 626-685 was the last word in TARS trolleys. Little could anyone then know that, years later, this car would travel to Austria and back.
Photograph by Jeffrey K. Winslow, 49 W. 45th St., New York, N.Y. 10036

TRANSATLANTIC TROLLEYS

by ROGER ARCARA

Collection of Roger Arcara

Photo by Peter Bader

Lower-numbered cars of this series were given poles and joined their higher-numbered brethren in The Bronx in 1946. (Above) No. 676 on Burnside Ave., passing under the Grand Concourse, in 1945. (At right) Another car of this series is set down in Vienna after shipment there in 1949.

THE HUGE shops of New York City's Third Avenue Railway System at 65th Street and Third Avenue built and rebuilt many of the trolleys this company used over the years. Last cars turned out were steel lightweights of the series 626-685, with 626 and 627 being built in 1938 and the rest in 1939. All were built with new materials except for seat frames, controllers, and certain other parts taken from older cars being scrapped.

Built without trolley poles for Manhattan's slot-conduit lines, cars 646-685 were soon fitted with poles for use on Bronx routes. In 1946, after TARS routes in Manhattan had been "bustituted," 626-645 also were given poles and sent to The Bronx, where they ran on Southern Boulevard, Tremont Avenue, and other lines. They were only nine years old when the last Bronx trolley routes were converted to buses in 1948, and, being well built, with rubber-cushioned wheels and trucks, herringbone gears, and other mechanical refinements, were sent to Vienna, Austria, as part of the Marshall Plan aid to post-war Europe. Some are still running in Vienna.

Not long ago, arrangements were made to bring one of these cars back from Vienna and place it in the Branford, Ct., trolley museum. Through the courtesy of Viennese authorities, No. 4239 was donated to Branford and was shipped to New York by the Austrian government. It arrived back on U.S. soil on May 5, 1967, and on May 21st was displayed in New York's Central Park, still in its Vienna livery, as former TARS 679. That's where *Railroad Magazine* came in.

A photo of this car in the park in our Sept. '67 issue referred to it as former 679, according to the information then available. Shortly after, we learned from Peter Bader, editor of *Eisenbahn* (*Railroad*) magazine, our Austrian contemporary, that this car had been Third Avenue No. 629, not 679. Later, he mailed the complete list of Third Avenue equipment which had been sent to Vienna, with the correct Vienna number for each, apparently the first such list to reach the U.S.A. Thus *Railroad Magazine* and *Eisenbahn* co-operated to set the record straight.

Still in its Vienna paint, 629-alias-4239 is now a major operating attraction at the Branford museum. Plans are to repaint and restore it to its once-familiar red-and-yellow livery as Third Avenue No. 629. Here is the data on disposition of TARS 626-685:

Cars 626-627, built in 1938, have Brill 77E trucks, four Westinghouse 510 motors, K-35 controllers. Cars 628-685, built in 1939 (the last TARS cars), have modified Brill 77E trucks with rubber springing and rubber-cushioned wheels, four General Electric 265 motors, XK-35 controllers. Weight of each, 37,540 lb. (Data from *Third Avenue Railway System,* by Vincent Seyfried, 1953.) In addition, cars 105, 108, and 119 were sent to Vienna for spare parts.

TARS No.	Vienna No.	TARS No.	Vienna No.
626	4215	656	(1)
627	4210	657	4230
628	4217	658	(1)
629	4239	659	(1)
630	(1)	660	(1)
631	4216	661	4213
632	(1)	662	(3)
633	(1)	663	(1)
634	4234	664	4211
635	4223	665	4203
636	4218	666	4214
637	4202	667	4236
638	4205	668	4240
639	4238	669	(1)
640	4242	670	4206
641	(2)	671	4221
642	(1)	672	4235
643	(1)	673	4226
644	(1)	674	4225
645	4201	675	4237
646	4219	676	4233
647	4222	677	4209
648	4229	678	4220
649	4204	679	4208
650	4212	680	4227
651	4207	681	4231
652	4224	682	(1)
653	4228	683	(1)
654	4241	684	(3)
655	(1)	685	4232

(1) Cars sold to Bombay, India, and scrapped when street car operation there ended in 1964. (2) Scrapped in Mt. Vernon, N.Y., in 1951. (3) Scrapped in Mt. Vernon, N.Y., in 1954.

(Above) A native Vienna car tows TARS No. 638 to its new home on the *Wiener Stadtwerke Verkehrsbetreibe* (Vienna Municipal Transit System) in 1949. (Below) Former TARS No. 629 in service in Vienna, before it was brought back home.

Both photos by Peter Bader, editor of Eisenbahn, 1, Canovagasse 5, A-1010 Wien (Vienna, Austria).

Photograph by Roger Arcara

Eighty miles from its original home, Vienna No. 4239, former TARS 629, is in operation at Branford museum.

Photograph from Peter Bader

Mixture of imported and domestic stock in Vienna, 1966.

BROKEN COUPLERS

Fiction Story by E. S. Dellinger

COLD rain was slanting through the cone of the oil headlight when conductor Jess McElroy crossed the main line ahead of the low-wheeled engine and mounted the platform of his waycar, which was standing alone on Track 1. The skipper was old and dour-faced, thin-waisted and lean-jawed. He smoked a vile corncob pipe and talked with a soft drawl.

Shaking the water off his yellow slicker, he sauntered into the car. Its floor was swept and the cushions dusted. Delay and wheel reports, switch lists, and message blanks lay on his desk. A cheery fire burned in the coal stove, and the enticing aroma of coffee boiling in a granite pot filled the red caboose.

His parlor brakeman was his only nephew, Bud McElroy. As the old man entered, he saw Bud down on his knees in front of a home-made bench pruning the wicks of three signal lanterns. Unlike the uncle, Bud was short, stocky, and hot-tempered.

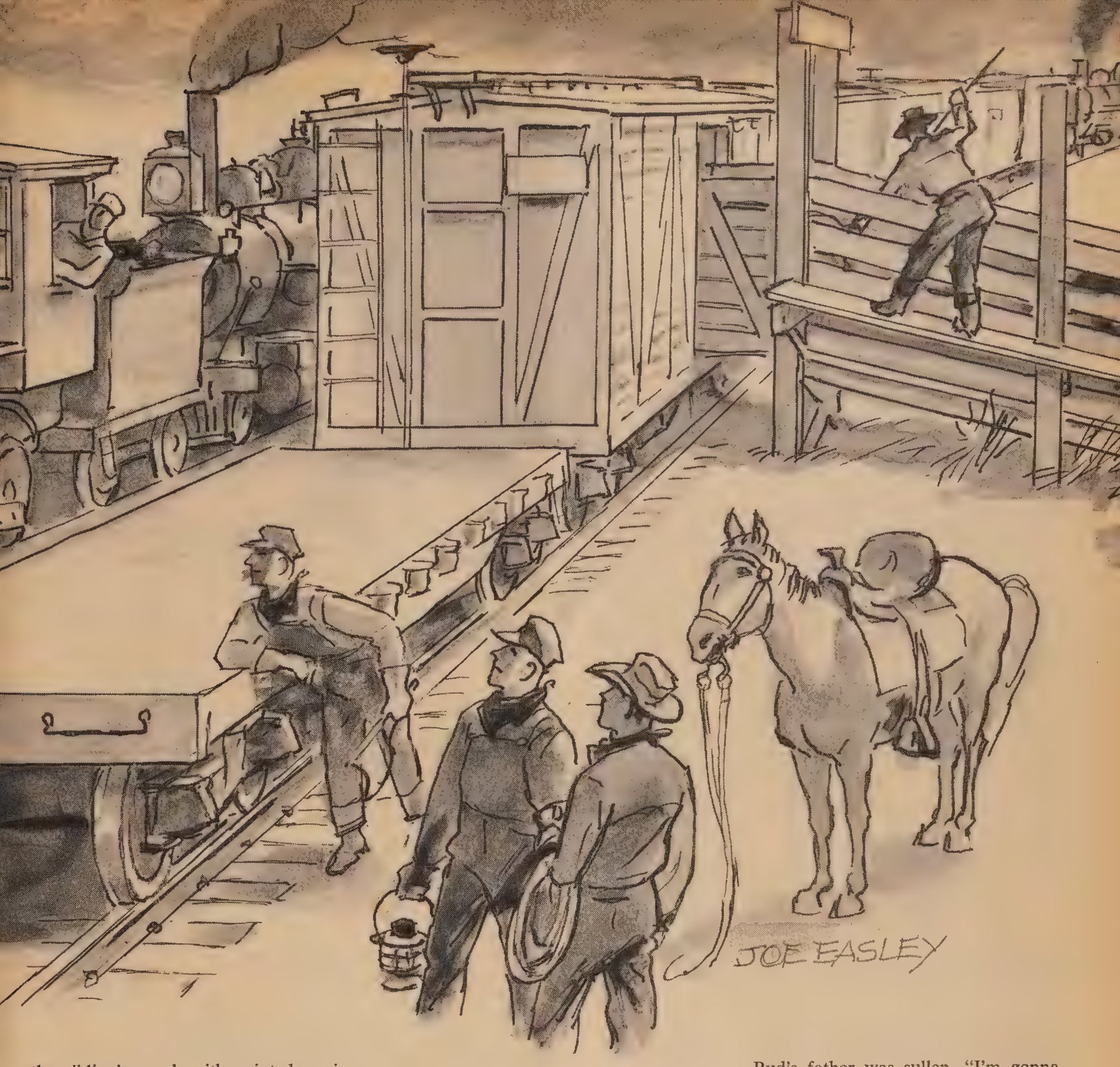
The youth glanced up and asked: "What's the dope for tonight?"

"We run light to Big Pine," said the skipper, "and meet three extra freights comin' down the mountain, take on two helper engines, and then load 16 cars uh spotted gold and haul 'em over the hill to Saladin."

By "spotted gold" he meant palomino ponies from his brother's ranch up in a canyon. Bud snapped the lantern lids shut, read the orders and hooked them under the cupola window. Meanwhile, the head brakeman coupled the engine on and lined the switch to let them out onto the main, and soon they were rumbling away toward Big Pine.

As the two young shacks faced each other in the left window of the cupola, glancing out occasionally and chatting mostly about willing girls they had dallied with or hoped to "make" in the future, the elderly conductor, long past the age for erotic conquests, stretched himself out at ease on the other side of the cupola and puffed on his pipe.

Jess McElroy's mind went back to his early days of railroading, when he helped his brother Jim to gain a foothold in the lush green grass of Palomino Valley and dot the slopes around



the sibling's ranch with painted ponies. He thought, too, of the feud that sprang up the night after Bud had hired out as brakeman on the mountain run. "Palomino Jim," as the brother was now dubbed, had wanted his son to stay on the ranch and eventually take it over. He angrily accused Jess of having enticed the boy away from home to piddle around the "damned ol' railroad." Neither Jess's own statement nor that of the trainmaster had convinced the ranch owner that Bud went braking entirely on his own. That night of bitter recrimination had created a lasting rift in the McElroy family.

JESS was still thinking about it, an hour later, when his train stopped in front of the Big Pine office. Before the conductor could slip into his rain togs, Palomino Jim swaggered into the caboose but stopped short when he saw Jess.

"You again?" he snorted. "Don't the Western Central Railroad have another crew to haul my stock?"

"They've got more than a dozen freight crews on this division," his son cut in hotly.

Jim ignored him. "Well, Jess, yore railroad had better get another crew up here fast if they expect to load my ponies. I don't aim to ride the caboose with you tonight."

"You don't have to," the skipper said quietly. "There'll be 16 cars of friendly palominos ahead of it. You can crawl into any one of them."

Bud's father was sullen. "I'm gonna wire yore dispatcher to send me another crew," he said, "and I won't load a hoof until he does."

"You'd better not, Jim. You may be a big man on yore ranch but on this pike yore just another customer. The Western Central runs these trains with whatever crews are available."

The rancher said nothing, and Jess went on: "It's rainin' like hell. Yore horses are cold and wet. Let's line up the cars and get them into shelter. If you feel the same way about Bud and me next fall, tell the railroad beforehand and they'll give you another crew."

Palomino Jim relaxed. He set his alligator bag on the seat cushion and went away to supervise the loading.

The night was growing colder. A sharp wind swept down from the heights. The horses were pawing and whinnying restlessly in the sloppy pens.

Conductor and brakeman went out to check their train. Seven of the cars were ancient non-air relics without so much as a pipe beneath them. Rules, even then, required that every freight train leaving its initial terminal must have operating airbrakes on at least 75 percent of its cars. Nine cars were certainly not 75 percent of 16; so, before touching them, Jess went into the office and made the dispatcher give him a message to clear his own record in case of accident.

It was nearly nine o'clock when they had pulled the string together in the upper end of the stock track. The trainmen cut the cars off one by one and let them roll down to the chutes. Palomino Jim and his ranch hands separated the herd into car lots and drove them into the slatted cars. It was nearly midnight when they had finished and coupled into the crummy.

Three extra freights had now come down the mountain and gone on into Gunther. Two helper engines were waiting in front of the office, ready to couple on and shove them up the hill. At the last minute, the operator handed Jess a message from the dispatcher ordering him to take three empty flatcars over to Saladin.

"Tell him I've got a stock train," Jess protested quickly.

The op clicked off the message. Hot wires brought back a reply.

"He says to tell you to pick up them flatcars and get the hell outa here. The coal drag just behind you's got full tonnage."

Jess picked up the empty flats and put them into his train right ahead of the horses.

THE WESTERN CENTRAL was a mountain railroad. Its single track entered narrow Gunther Gorge a few hundred yards east of Big Pine switch and climbed 2,000 feet in 11.6 miles. Sixteen loads of horses and three empty flats made three-engine tonnage.

Because wrecks had been caused by rear cars breaking off trains and plunging back down the grade before their riders could get them under control, the brass collars now required one helper engine to be coupled on behind the caboose and used as a pusher to Spruce Grove, where the track came out of the gorge and the grade eased off to less than two percent.

That's the way they arranged their power—two little engines pulling ahead, one shoving behind the caboose. Bud made a pot of fresh coffee, swilled a cup of it himself and started out to ride the tops.

Jess called him back. "No use decoratin' tonight. Ride the doghouse into Spruce Grove. If we break in two we'll both hit the tops and tie them down."

Bud crawled into the cupola, laid a brake club in the seat beside him, and set his lantern between his feet. They had all come in wet and chilly from the loading. Palomino Jim was sitting on the bunk with his chin up, staring at a picture of a naked strip-tease girl on the wall behind the stove. Jess poured two cups of steaming hot coffee.

The tall rancher took a proffered cup stiffly and drained it. Outside, the staccato beat of the exhaust kept time to the clack of wheels and the creak and strain of timbers. Smoke grew thick in the waycar, and the two estranged brothers squinted at each other through the fog.

Jess wondered if now wouldn't be a good time to patch up the feud. He ventured a cautious comment about Bud's being a whiz at looking after the hind end of a train and would probably be promoted to conductor by next fall.

"Conductor, hell!" Jim exploded. "He could have been rich by the time he's forty if he'd had sense enough to stay home and help me run the ranch."

"Bud didn't want to be a rancher," Jess replied calmly. "He wants to be a railroad man."

They argued for five miles, but didn't quarrel—Jess saw to that. Jim said he couldn't understand why any boy would waste his life riding trains.

"I can't understand it, either," his brother admitted, "but there's something about railroads that draws some men like a magnet."

AFTER a while, Jim pulled off his fancy boots, lay down on the bunk, and fell asleep. Jim covered him with a blanket and joined the rear brakeman in the cupola. They watched their train wind slowly around the curves climbing toward the Great Divide.

The reek of rain-soaked horses came down from the cars. At their backs the pusher engine kept up her incessant *whamm - whamm - whamm*, which changed at intervals to a blatant roar as the wheels slipped and spun idly on the slippery rail.

Before they climbed out to the canyon's rim, the rain changed to soft wet snow spattering the windows. When they emerged from the gorge and stopped at Spruce Grove, the dark green trees had become cones of feathery white.

Spruce Grove had a telegraph office, a water tank, a coal chute, and a wye. Storage tracks lay at the western verge of the parkland which hung like a saddle over the backbone of the continent. The tracks came up to it on a grade of nearly four percent, levelled off for 300 feet, and climbed the remaining six miles to the crest on a grade of less than two.

Their train being well under two-engine tonnage for the remaining climb, the pusher was cut off and returned to Big Pine to help the coal drag which had followed them out of Gunther. The other two locomotives took coal and water.

Jess went into the office. His nephew set the brakes on the caboose and three stock cars and inspected his train. Palomino Jim did not go out to check on his ponies. Dead to the world when they pulled in and stopped, he merely turned over, drew the blanket more closely about his shoulders, and went on pounding his ear.

An inner voice had been warning Jess all the way up the hill, warning that he was hauling too many non-air cars and telling him to keep both eyes on them. Jess knew, of course, that Bud was looking after them in siding and that even if the cars should break away on the line, two men with clubs could easily control them. Still, he didn't want to stay too long out of the crummy.

He stood in the snow on the board platform, with big, soft flakes wetting his face, and peered ahead. Torches flared on the ground beside the feet of two little engines from whose pops wisps of white steam spiraled up to disappear among the white flakes swirling down. He looked back toward the west, where the marker on his caboose was barely visible, and started walking toward it.

BUD was cooking. He had fried three slices of ham; but Palomino Jim didn't wake up, so he put one aside, ate his own, and went out to let off the brakes when the engineer whistled a highball.

The youth did not come in immediately after the train had pulled away. Armed with a brake club, he stood on the fourth car ahead of the caboose. That's where mountain brakemen usually rode when there were non-air

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- Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

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These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

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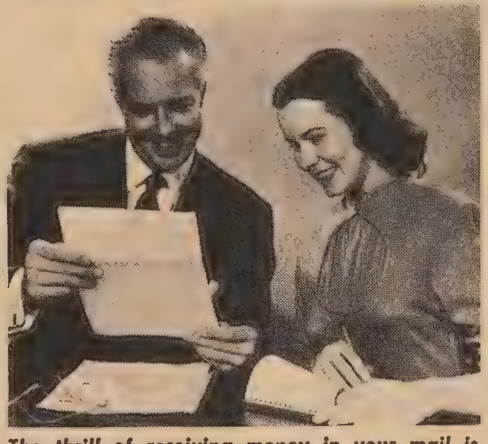

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cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

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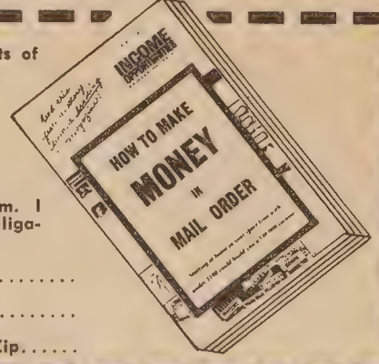

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129

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cars on the rear. In fair weather or foul they stayed on the decks, alert and ready to start winding brake-wheels if a string of cars should snap off.

Jess McElroy, watching through the side window, could see his nephew's light gleaming through the snow. The track was slick; snow kept forming little ridges on the rail. When the train ran off the level stretch of the station layout and started nosing up the grade, the drivers slipped and spun idly.

The conductor placed his club and lantern within easy reach. Then he opened the window wide, momentarily expecting a drawbar to give way and turn a cut of cars loose to seek a lower level.

A break came when they were less than a half-mile above Spruce Grove. One moment he heard the steady rhythmic beat of two exhausts working first alternately and then in unison. Next came a tortured blare as drivers lost traction and spun in the soft wet snow.

Up in their cabs, the eagle-eyes worked sand and throttle. Two engines leaped ahead, taking the slack out of loose couplers. Jess heard the splinter of wood and the creak of rusty iron as a weak one parted.

Slack ran in. The engine whistle started. three long blasts of the broke-in-two. Before the first one ended, Jess had left the cupola, taking club and lantern with him, and was twirling the brake-wheel on the back platform. The caboose rolled back a foot or two and brought up tight against its creaking drawbar.

Jim dashed out in his stocking feet. "What is it, Jess, whatsa matter?"

"Pulled a drawbar," the skipper drawled. "Some hoghead pulls one every night lettin' his drivers slip on this here mountain."

His apprehension lulled by the conductor's calmness, the rancher went inside and put on his boots. Jess set the brake tight and stood for a little while on the platform, listening. He did not know where the break was; but because there had evidently been enough emergency airbrakes behind it to hold themselves and the non-air cars, he assumed it must be well up toward the head end.

Cautioning Palomino Jim to stay awake and be ready to lope off if the train should start rolling back, he struck out for the head end to investigate. He met Bud coming back setting brakes, and warned him to look out for the rear end.

"You tie down these seven non-airs," he ordered. "Then bleed the air off the next four cars and tie them down. We can't take a chance on this train getting away from us."

Jess trusted his nephew implicitly. When he told Bud to do a thing, it was as good as done. He strode on leisurely toward the engine. No use getting excited over a broken coupler.

When he arrived at the rear end of the head flatcar, he found the head brakeman and both engineers there with two torches and a lantern. Weird lights played upon a jumbled mass of broken drawbar, cross member, bolts, nuts, springs and washers which had pulled out of the head end of the car behind it and had fallen into the track.

Taking charge of the situation, Jess helped to clean the debris off the track and assisted the head brakeman in digging a big chain out of an engine locker. Then he tied the second car to the one ahead of it, and took it up to the hilltop. He was gone for an hour.

BUD stayed with the train, obeying instructions; he anchored his train securely with brakes to hold it against any ordinary shock. Since no trains would be coming behind him for an hour to be flagged, he went into the waycar to thaw out.

His father was not there. The old rancher had taken a lantern and gone up ahead to see how his horses were getting along. He was not as spry as his son nor did he understand the use of all the gadgets on a freight car. He did not know, for instance, that if he should accidently kick an angle-cock with a boot heel in climbing over a coupler he might close the train line and leave the cars behind it without brakes!

Jim trudged alongside the train. His ponies were taking life easy; none of them were down. He crossed the coupling behind the second car of horses, cussing when a little gadget he stepped on turned and almost spilled him headfirst into the snow. Then he returned to the caboose. After putting away the lantern, he ate the ham which Bud set out for him. After he had finished, he pushed back the tin plate, halfway looked at his son and mumbled: "Any coffee left in that pot?"

There wasn't a drop. Bud didn't have time to make any fresh Java at that moment because he heard the engine whistle as she came backing down the grade. Grabbing his club and lantern, he struck out for the middle of the train to be ready to let off brakes as soon as the hogger gave the signal.

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Jess got off the tank when they stopped to pick up the red light out of the track. There were brakes set on the rear of the train which must be let off by hand before the train could be started. He remembered the seven non-air cars back; by all means, there should be two men on them when they were ready to leave. So he told the head brakeman:

"You make this couplin' and test the air. Be sure it goes through all them cars when you cut it in. I'll go help Bud let off brakes."

Trainmen didn't test air in those days the way they test it now after an engine has been cut off. They didn't take time to have the hoghead apply his brakes, walk the tops to make sure the brakes were set, and retrace their steps to see that they all were turned loose.

This brakeman's test consisted only of walking along beside the cars and jerking the bleed-cocks to test whether or not there was air in the cylinders. He coupled the air hose, cut in the air, and listened to it running back into the car behind: then he walked back a little way, jerking the bleed-cock on each car as he passed it.

Thus he "tested" the flatcars and some of the stock cars, and did not go back to the sixth. He didn't think that the air hissing out of those cylinders might have been old air which had remained in them while the locomotive was cut off. He assumed it was fresh air, pumped in from the engine since he had made the coupling.

When he came in sight of the waycar marker, the brakeman stopped. He pulled his cap flaps down, turned his coat collar up, and waited for a highball. He didn't wait long. Air pressure came up quickly, because the pump was filling only three cars instead of a whole train.

THAT quick rise in air pressure should have warned the engineer, but his mind centered on something else. When the needle pointed to 70 he whistled "off brakes." Jess was handling brakes on the four rear cars and the caboose. Bud, looking after the others, worked rapidly back over the cars.

After releasing the brakes on four stock cars, Jess stood on the back platform watching Bud's light. When it stopped, he gave a highball. Bud repeated it. The head brakeman passed it and ran for the engine so he could crawl up into the cab before they started moving.

Jess had not let off the waycar brake yet. Holding it set until the last possible second would give the engineer an anchor when he rammed the train against it to take the slack. Kicking off the dog, Jess thrust his club into the wheel for a quick release at the right moment.

The engineer whistled off. Jess knew he was throwing his reverse into backward motion to take slack. He gripped his club tightly and waited.

Cars rolled back against the caboose and shoved it slowly downhill. Engineers horsed Johnson bars into forward corners and worked sand and steam. Jess heard the slack going out at the head end, but it didn't follow on down the hill. The rear end did not budge. Maybe airbrakes were sticking.

Jess muttered: "You hog-maulers had better pump 'em off before you try to start. You'll fool around and yank out another drawbar."

He couldn't see the air gage, and there was no air in his caboose. He didn't know that up there the needle showed brakes at full release, nor that the only sticking brakes were two behind four on the head end that didn't have pipe connections with the engine. Johnson bars moved again. The old skipper imagined he could hear the hoggers cursing as they tugged and heaved, trying to horse them over. Each engine gave one short pant in backward motion. Train and crummy rolled six or eight feet downhill. There should be plenty of slack in the rear end now, for the conductor was holding the waycar brake very tight.

Again the runners whistled off and put the reverse levers into forward corners. Each engine gave two or three violent coughs and stopped. Jess didn't release the brake, because no slack was going out ahead of him. Instead, the caboose was creeping slowly backward, and an instant later three long blasts of a broke-in-two could be heard.

The wheels moved faster, jostling and jiggling the brake-beams as the wheels turned around. Jess was startled. At first he didn't realize what had happened. If the train had pulled in two near the head end, the brake was back among the non-air cars and the caboose brake should almost hold them. Still wondering, he set the caboose brake and kicked the dog in place to hold it.

JIM had been lying down on the bunk but was not asleep. He came to the door at once and asked again what had gone wrong.

"We've pulled a drawbar," Jess said tensely. "Grab your grip and get off

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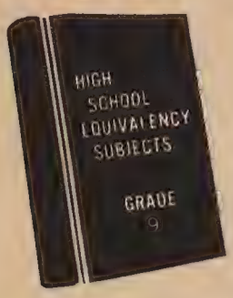

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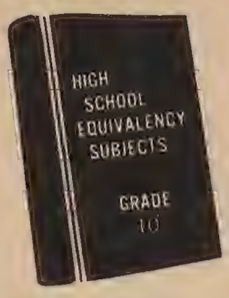

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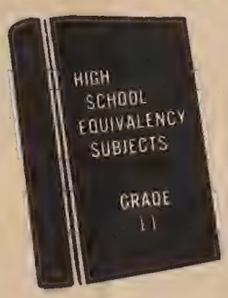

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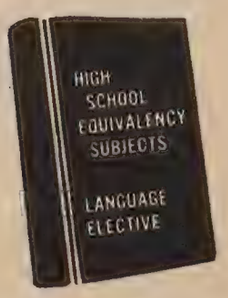

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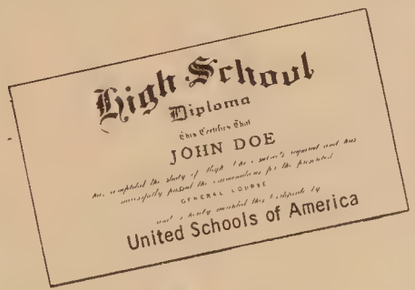

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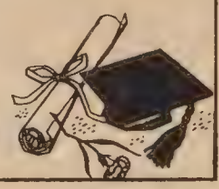

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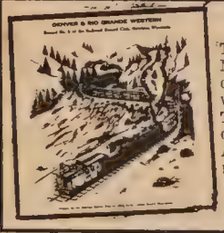

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here. We may be in real trouble."

"You don't mean yore train's gettin' away from you?"

"It has happened," the skipper flung back as he hurried through the waycar on his way to the roofs.

He saw Bud's light in the snow—it appeared to be about six cars away. He set one brake, but it didn't seem to do much good, for cars with no brakes on them do not stand still on a grade.

The oldtimer hurried ahead and tied down another one. His anxiety rose. If non-air cars had broken loose alone, Bud's light should now be coming toward him. Instead, it was drifting farther away. Evidently some cars which had had air had broken loose with the others, but for some reason their air was not working. He did not know why.

He took the next car at a run and was setting its brake when it ran through the upper switch at Spruce Grove. The receding of Bud's light told him that their whole train, or most of it, was loose on the hill!

The cars lost speed as they ran through the level stretch between the Spruce Grove switches. If there had been a thousand feet of it, they could have stopped the train and held it. But there wasn't! Before the forward cars had quit shoving down the two-percent grade above, the caboose and the rear ones were spilling off the flat down the four-percent grade, dragging the rest.

Jess was setting the fifth brake when the car he rode reeled drunkenly and, turning the sharp curve at the top, careened down the mountain. The next brake was set. He took up the slack in it and hurried on until he met Bud coming back.

"What went wrong?" he asked.

"I don't know," his nephew said. "Maybe the head brakeman failed to cut in the air. Maybe my father accidentally kicked an angle-cock shut. All I know is that some airbrakes were set up close to the head end but they turned loose when we broke in two. Not a brake is holdin' on the train now —except the hand ones, an' they ain't doin' much good."

Jess asked how many cars were in the cut. The reply came: "Fourteen, I think. No, there's seven non-airs: four I bled off when we broke in two, and three ahead of 'em, and the caboose."

Both men knew what they were up against. In early days, trains had carried a brakeman for each five cars with hand-brakes kept up in perfect working order. When 15 cars with no air and with only two men rolled over the rim at 12 miles an hour and spilled down the slopping rail covered with snow, odds were against the men.

The canyon was littered with rusty scrap iron accumulated from such setups; and grim headstones in Gunther graveyard marked the spot for men who had been fool enough to stay and try to stop them.

BUD looked over the car roof at the white ground that was skimming by much too fast.

"Where's Dad?" he queried.

"I told him to get off back there where we broke in two."

"Did he do it?" Bud interrogated.

"I *hope* he did."

Plenty of good men would have joined the birds then and there. They both thought of that, but neither mentioned it. Bud thrust his club into the spokes of the nearest wheel and tightened it three notches. The wheels quit rolling; the car slid like a sled on runners, and a gentle hiss came up from the track below.

"Watch 'em, kid," Jess warned. "Don't screw 'em too tight."

Bud unwound the brake so the wheels would roll. In silence they separated. Bud went up the train while Jess went down, listening to the sound of the wheels as he walked along. If they rolled too free, he tightened the brake; if they slid on the rail, he gave it slack.

Flanges squealed on curves. The scream grew louder and higher pitched as their speed rose almost imperceptibly. Jess worked down to the caboose and back till he met Bud again. They were certainly rolling faster than they had been two miles back.

"Looks like they're gone," Bud said in a hollow voice.

"There's one chance," Jess told him. "If we can stay and keep 'em from derailin' until they run off the snow, we may stop 'em."

"Yeah, if they don't smack that coal drag comin' up behind us."

The car they rode took a sharp curve where the track cut through a shoulder of snow-covered rocks at a turn in the canyon wall. It heeled over until Jess imagined he could feel the wheels raise up and jostle back. He looked for a place to jump, but there wasn't any. When the car came out of the cut with one corner skimming the ballast, a high wall rose on one side, with a drop of 300 feet on the other. It righted itself, sailed on, and the others followed.

"That was close," he said tightly. "Maybe we'd better look for—."

He didn't finish what he had started

to say. A frightened palomino right under his feet whinnied piteously. Others answered it.

Gripping his club, Bud strode forward to see if he could take a notch on the brakes. Jess turned back, using his club like a man in a trance. The next two miles seemed like a million. Flanges squealed—and cars rocked crazily. Every time they took a curve, Jess expected to see a car reel off into space or slough into a canyon wall.

FOUR miles from the rim, the cars were no longer gaining. The wheels ran so hot that they were melting the snow as the first ones crossed it: and drying the track as the rest rolled down. Speed fell off a little. Bud and his uncle kept working the brakes. The scream of wheels was softened. The palominos were now riding in silence. Six miles from where the cars had broken off, they rolled to a stop. The men had won!

When the last wheel quit turning, Jess led the way back to the caboose. He stepped aside and let Bud go through the window ahead of him.

As his big feet hit the floor, Bud called back to his uncle, who was close behind: "These cars shore got good brakes on 'em."

"Looks like they've got real good brakemen, too," said Palomino Jim, who was standing behind the stove.

"You still on here?" Jess said.

"It shore ain't my ghost, brother," the rancher replied, with a wink.

"I thought I told you to get off back there at the Grove."

"And leave you two riskin' your neck to save my Palominos?"

"There wasn't a damned thing you could do. You couldn't set a brake. Why, you couldn't even—"

"I could make a pot of fresh coffee," Jim said cheerfully.

"Has it boiled yet?" Bud asked.

"It sure has."

"Then, for gosh sake, Dad, pour me out a cup."

The faint and far-off *whamm-whamm* of a laboring exhaust drifted up the snowy gorge. Bud set down his cup and listened.

"It's that coal drag comin' up the mountain," he reckoned. "I've got to grab me a red one and go back there and flag him down."

Picking up a crimson light and a white one, he darted out the door. His father looked after him and sighed. Jess poured more Java for himself and Jim, and they sipped in understanding silence. ●

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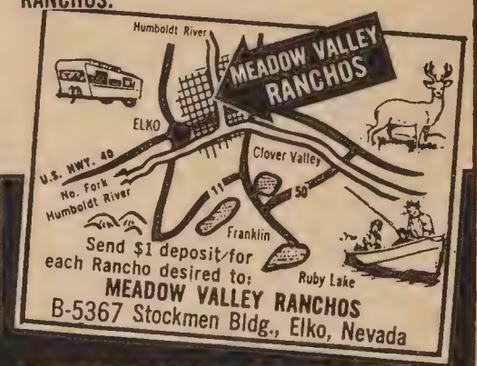

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THE PICTORIAL ENCYCLOPEDIA OF RAILWAYS, by Hamilton Ellis, 591 pages, 6x9", hard covers, illustrations include color plates; British book republished in U.S. by Crown Publishers, Inc., 419 4th Ave., New York, N.Y. 10016, $10.

Many railfans will probably regard this big book with mixed feelings. It is comprehensive, with more than 800 photos, mostly well chosen, and 30,000 words of text, but its format leaves something to be desired. Some pictures are muddy and grainy, the print job not doing justice to the choice of illustrations. The color plates, however, are beautiful. In one or two instances, pictures are cropped so that text describing them refers to objects which can't be seen. Despite these minor flaws, the book is thoroughly enjoyable for those of us who like to browse through railway history. Being a British volume, it understandably lays chief emphasis on Great Britain; but it's worth the price.

THE AMERICAN STEAM LOCOMOTIVE, VOL. I: EVOLUTION, by Frank M. Swengel, 269 pages, 8½x11½", hard covers, illustrated; Midwest Rail Publications, Inc., 629 Perry St., Davenport, Iowa 52805, $14.50.

Here is a thoroughly organized chronology of the steam locomotive development in the U.S.A. from the 1870's to the end of the steam era. Text is oriented toward the layman, and presents effectively the pattern of mechanical experimentation, development, and refinement which led to constantly larger, faster, more powerful, and more efficient steam engines. Text is set on left-hand pages, correlated with facing photographs that illustrate the types of locos dealt with. Good printing and good picture reproduction make the book even more worthwhile. The serious non-technical student of steam loco design will find in it ample background information. The book is objective, not nostalgic, but its narrations of the steps leading from good engines to better, and from better to still better (with occasional side-trips on unsuccessful experiments) evoke memories of the most exciting, most expansive days of American railroading.

THE JOHNSTOWN FLOOD, by David G. McCullough, 302 pages, 6x9½", hard covers, some illustrations; Simon & Schuster, 630 5th Ave., New York, N.Y. 10020, $6.95.

The story of this disaster of May 31, 1889, has been told in many books, including a chapter in Freeman Hubbard's *Railroad Avenue,* but McCullough

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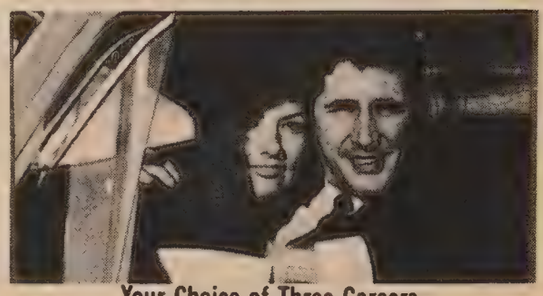

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comes up with additional material. That flood, as is well known, took a frightful toll of lives and property and hit the Pennsylvania Railroad especially hard. When Conemaugh Lake dam broke, a cataract as mighty as Niagara tumbled over a major Pennsy yard and a large brick roundhouse. Between Conemaugh and Woodvale, Pa., three dozen freight engines were buried in drifted material; one was swept along by the wall of water for a mile downstream and a long string of boxcars was flung against a hillside some distance from the rails! A new, seven-arch railroad bridge, built of solid masonry, formed a gruesome dam of its own. Debris and human bodies, barricaded there, were piled to the height of a three-story house and enmeshed in miles of barbed wire! This horrible accumulation caught fire, burning with a lurid glare three days and three nights. At length, as McCullough tells us, special Pennsy and B&O trains rushed relief to the stricken communities. We wish he had included more railroad details then he used in his otherwise engrossing volume.

JANE'S WORLD RAILWAYS, 10th edition, compiled and edited by Henry Sampson, 522 pages, 8½x13", including tables, maps, illustrations, etc.; hard covers. Available from Electric Railroaders' Assoc., 145 Greenwich St., New York, N.Y. 10006; write for price. (Not available from *Railroad Magazine* Book Service.)

The latest edition of this monumental and very useful reference work covers all common-carrier railways throughout the globe. There is some text, but most of the information is tabulated for quick access. A vast array of accurate and up-to-date facts is presented: track gages, loading-gage diagrams, operating mileage, locomotives and cars, type and volume of operation, physical characteristics, financial details, and the like. Manufacturers of railroad equipment are treated separately, with illustrations of representative locos, cars, etc. There is even a large section of ads of manufacturers in addition to the 522 non-advertising pages. Well printed and immensely valuable, *Jane's World Railways* is the standard guide in its field, complementing the timetable data of *The Official Guide* and its overseas equivalents.

OCEAN TO OCEAN: *Sanford Fleming's Expedition through Canada in 1872*, by Rev. George M. Grant, 396 pages, 5x7½", hard covers, a few illustrations and foldout map, Charles E. Tuttle Co., Rutland, Vt., $3.95.

Not a railroad book, this one describes the survey of a route for a proposed transcontinental railway.

Collection of E. P. Alexander, Box 528, Upper River Rd., Yardley, Pa. 19067

Three dozen Pennsy freight locomotives, like this one, were swept downstream by the Johnstown flood. Note the barbed wire around her, from an industrial plant.

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British Railway Books

Published in England by David & Charles, the following are distributed in the U.S.A. by Augustus M. Kelley, Publishers, 24 E. 22nd St., New York, N.Y. 10010.

A REGIONAL HISTORY OF THE RAILWAYS OF GREAT BRITAIN, Vol. 4: *The North East*, by K. Hoole, 237 pages, 5½x8½", hard covers, some illustrations and a foldout map, $9.

This book covers lines such as the Stockton & Darlington, the Blyth & Tyne, etc., from their earliest times down to recent years.

THE LYNTON AND BARNSTAPLE RAILWAY, by Brown, Prideaux, and Radcliffe, 134 pages, 5½x8½", hard covers, illustrated, $6.50.

History of a British narrow-gage line (just under 2 feet) which operated for 37 years but was closed in 1935; well-written account, not overly long, but a lively tale of an interesting venture.

THE CAVAN & LEITRIM RAILWAY, by Patrick J. Flanagan, 192 pages, 5½x9", hard covers, with appendices, illustrated, $7.50.

Story of an Irish 3-foot-gage line which carried passengers and coal until its demise in 1959. Many good photos of locos, trains, and territory.

THE CAMBRIAN RAILWAYS, Vol. I: 1852-1888, by Christiansen & Miller, 178 pages, 5½x9", hard covers, illustrated, $7.50.

History of the early years of what became Wales's largest independent railway system.

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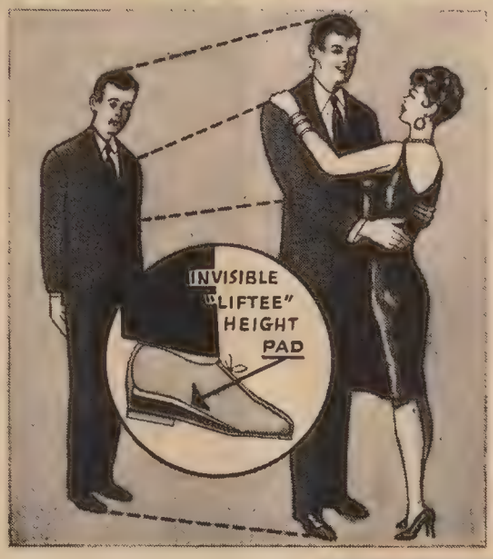

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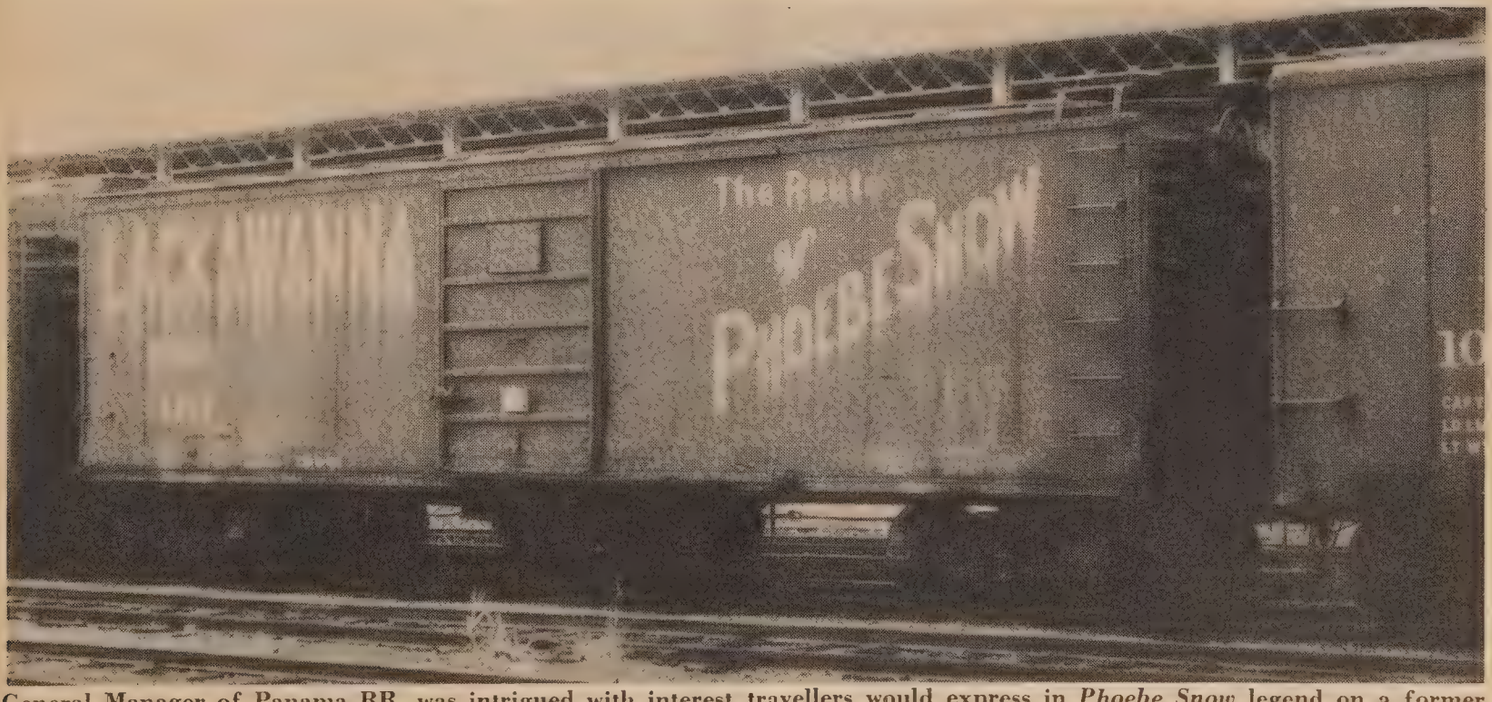

General Manager of Panama RR. was intrigued with interest travellers would express in *Phoebe Snow* legend on a former Lackawanna boxcar bought years ago. He left slogan on it and had "P.R.R. 1127" lettered under name of former owner.

Photograph by Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J. 07940

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CADIZ RAILROAD

Railfan excursion on the Cadiz Railroad in Kentucky with locomotive 205.
Photograph by E.G. Baker, 1414 Phyllis Ave., Louisville, Ky. 40215

WORLD'S oldest lady railroader is, we believe, Miss Birdie M. Shaw, who became 90 last February but is still actively employed as agent and treasurer of the Cadiz Railroad, a 10-mile line linking two western Kentucky towns, Cadiz and Gracey. Miss Shaw began railroading in 1898 by working a year in the Illinois Central freight office at Evansville, Ind.; and on June 17, 1905, she hired out to the Cadiz Railroad.

At that time W.C. White was president and had largely been responsible for building the line at a cost of $150 per mile. After his death, two sons, J. Preston White and Ben T. White, successively became president, and now the founder's grandson, W.C. White II, holds that office. Two other grandsons also are serving the road, H.S. White, Jr., as general manager and Henry C. White as a director. The Cadiz, in fact, was a family setup.

"I was born at Connellsville, Pa., in 1878," Birdie relates, "and we moved to Kentucky 12 years later. My father, Thomas B. Shaw, Sr., had run Central Pacific engines in California while that road was being built and had witnessed the 'Wedding of the Rails' at Promontory, Utah, in 1869. Later he had worked for the B&O in Pennsylvania before coming to Kentucky for the building of the Ohio Valley Railroad (now IC) in this state. He stayed with that road until 1890, then hired out to the Cadiz, where he remained for the rest of his life. My brother, Tom, and sister, Mrs. Gulie Cameron, also worked for the Cadiz."

Edison H. Thomas, manager of Louisville & Nashville News Bureau, recalls that the first train he ever saw was the Cadiz Railroad train he rode with his mother when he was eight.

"It was an event of indescribable excitement," he wrote in the *L&N Magazine*. "Often in the coolness of crisp spring evenings when the 'air' blew from the north, I could hear the melancholy wail of the whistle from where we lived, miles away in the country.

"Big events in my memory were days when the circus came to town. On those mornings, I rode at crack of dawn to see the train roll in. Due to a grade in the area of Montgomery, Ky., the train usually had to be cut in two parts and moved up the grade a cut at a time. All the while we were treated to intriguing glimpses of elephants, animals in cages, roustabouts, and gay circus paraphernalia. Unloading at the station also was a grand sight for boyish eyes. I liked it better than the big top performance itself. We'd watch as car after car was unloaded, mostly by elephant power. Wild animals and glittering equipment were transported to the circus grounds by long teams of sweating horses, guided by yelling and sweaty drivers.

"At the turn of the century, when the Cadiz Railroad was built, the ICC stipulated that an 'official' railroad had to be at least 10 miles long. Gracey was only 8 miles from the town of Cadiz, so W.C. White put in an extra 2 miles of curves, making 10.33 of official mileage. The line opened in 1901 with great fanfare, one locomotive, and one combination coach. In its lifetime the Cadiz used 6 steam locos and 4 engineers. In 1954 it switched to diesel power. Controlling interest in the road passed in 1965 from the White family to Cadiz Spring Products, a division of Hoover Ball & Bearing Co., which built a $3.5 million plant at Cadiz and began shipping 1200 to 1800 carloads per year, a veritable bonanza.

"As a boy, I often visited the Cadiz Railroad depots, peering into the mysterious and wonderful depths of the freight sheds while Miss Birdie Shaw, the agent, puttered busily about, checking freight and express. Two other fellows and I would climb over boxcars that stood on sidings, always careful not to let Miss Shaw see us."

Here is the alltime Cadiz steam roster:

No. 10 (4-4-0, Baldwin, 1888), bought in Chicago, scrapped at Cadiz in 1934.
No. 633 (4-4-0, Baldwin, 1892), bought in St. Louis, scrapped at Cadiz in 1934.
No. 109 (4-4-0, Baldwin, 1904), former Wadley & Mt. Vernion, No. 109; scrapped at Cadiz in 1948.
No. 8 (4-4-0, Baldwin, 1904), former W&MV No. 108; scrapped at Cincinnati in 1952.
No. 12 (4-6-0, Baldwin, 1898, first Missouri Pacific, later Arkansas RR. No. 12.
No. 205 (0-6-0, Baldwin, 1906), former East Tennessee & Western North Carolina No. 205; previously RF&P Nos. 13 and 104); last steam engine to run on Cadiz line. ●

Fifteen years ago: Pennsy 6723, class M-1-a, is climbing the grade with a Middle Division freight train from the busy Enola yard at Harrisburg, Pa.

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Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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HOBBY CLUB

conducted by Sy Reich

Railroads—Route of Illinois Progress is a 16 mm. color movie recently produced in co-operation with 24 major railroads serving Illinois. Commemorating the 150th anniversary of the state's formal admission to the Union in 1818, the 14-minute film describes the role of railways in the state's past, present, and future development, ever since the first line was opened near Springfield in 1838. It is available on a free-loan basis to railfan clubs, civic groups, schools, etc., from Illinois Central's Audio-Visual Section, 135 E. 11th Place, Chicago, Ill. 60605.

Sy Reich

Setouts and Pickups

Additional land for the Commonwealth of Pennsylvania's forthcoming railroad museum, contiguous to the Strasburg Rail Road property at Strasburg, Pa., was acquired recently. The enlarged site will permit better display of old locos and cars as well as automobile parking for visitors. As we indicated last month, some of the PRR locos and cars stored at Northumberland are intended for that museum.

Several members of the Mobile Post Office Society, which was described in our June department, seek contributions to help preserve a Railway Post Office car, reports Andrew C. Koval, Box 69, F.P.O. New York 09593. Anyone donating $1 or more will receive an 8x10" photo of the car; donors of $25 or more will have their names engraved on a plaque to be placed inside the car. Checks may be sent to Norbert Shacklette, Rte. 5, Box 27, Bunker, Mo. 63629.

Last steam loco to run on the Nickel Plate Road, Berkshire No. 755, is a featured attraction at the Conneaut, Ohio, Historical Railroad Museum. Now open to the public, the museum, on Depot St. next to the former New York Central passenger station, houses railroad pictures; scale models built by Paul Prescott, one of the museum's founders; a large oil painting of Conneaut as a railroad town in the late 19th century; and other railroadiana. A coal car, a hopper car, and a caboose from the turn-of-the-century era, supplied by the Bessemer & Lake Erie, are also displayed. Admission is free.

Commenting on Bill Jernstrom's Cincinnati & Lake Erie roster in May *Railroad*, Frank Gudelis, 124 Rita St., Dayton, Ohio 45404, reminds us that C&LE passenger car 119 is in operation at the Ohio Railway Museum. Worthington, Ohio.

"On the subject of recorded railroad songs," writes Robert W. Janssen, 2700 Joppa Rd., Baltimore, Md. 21234, "I suggest that railfans consult catalogs of country music. These may be had from stores such as Jimmie Skinner Music Center, 1300 Vine St., Cincinnati, Ohio 45210, which handles mail orders. There are many railroad songs in country-music albums; there are even a few albums of exclusively railroad songs, such as King album 869, *Railroad Songs*, and Starday SLP 170, *All Aboard for the Railroad Special*.

"As a collector of country-music records, I have found dozens of songs about train wrecks, railroad men and their loves and work, and famous trains. Besides the well-known *Wabash Cannonball*, there are songs about the *Orange Blossom Special*, the *California Zephyr*, the *Silver Meteor*, etc."

Recent closing of the area offices of Norfolk & Western's St. Thomas, Ont., divisional point has meant razing of the old Grand Trunk Western station, which was later the Wabash area office and which became the N&W office when N&W merged with the Wabash. A large quantity of office records and blank order forms was obtained, when demolition began, by William Lawrence, 64 St. Catharine St., St. Thomas, Ont., Canada, who now offers them for sale. Write him for details.

Central New York Chapter of NRHS, in Syracuse, is restoring its station-museum at Martisco, on the old New York Central's Auburn branch 8 miles west of Syracuse. When finished, the former depot will house exhibits and a reference library, reports Robert Palmer, P.O. Box 44, Utica, N.Y. 13503. Bob also says a group of northern New York State railfans have leased the former New York Central station at Brownville, N.Y., for use as a museum, and hope soon to form a "Rome, Watertown & Ogdensburg Chapter" of NRHS.

Following in Anthony Haswell's footsteps is 18-year-old Henry E. Kastell, a St. Paul, Minn., newspaper carrier who has travelled to various public hearings on passenger-train abandonment proposals to speak in protest. Having appeared at Rock Island, CMStP&P, Santa Fe, and Northern Pacific hearings, Henry believes his work has done some good in helping to retain passenger trains up for abandonment. An articulate young man, he cites the Canadian National's recent policies as worthy of emulation by U.S. roads in order to attract passengers back to the trains. His well-prepared recommendations include cleanliness of equipment, lower prices for dining-car meals, better train connections among different lines, and others desirable from the patrons' point of view.

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Along the Steam Trail

Royal State Railways of Thailand (Siam), meter gauge, seeks to give away 100 steam locos, dating from as early as 1905, reports *Narrow Gauge Railway News*, a British publication, transmitted to us by Edgar T. Mead, Jr., of Steamtown, Bellows Falls, Vt. The recipients must agree to remove the locos and maintain them in pristine condition. It would probably cost up to $10,000 to ship one from Bangkok to New York.

Illustrated list of a dozen 8x10″ color enlargements of UP, SP, D&RGW, and other Western steam locos in action may be had from Colorado Railroad Museum, Box 641, Golden, Colo. 80401. These high-quality Ektacolor prints, suitable for framing, are sold for $4.95 each. Featured are such famous subjects as UP Big Boy and Challenger types, SP cab-forward and *Daylight* locos, D&RGW narrow-gage, etc. We have seen these; they are good.

A steam locomotive carrying an engineer's name on her cab well into the 1950's was Carolina Southern's diminutive Mogul type No. 100, recalls H. Reid, 8549 Wayland St., Norfolk, Va. 23503, who used to see her at her Ahoskie, N.C., home base.

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Brown Photo

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- Largest engine collection
- Express Steam Train Ride
- Sidewalk Restaurant
- Pictures, records, antiques, gifts
- Connecticut River Boats
- New "Steamtown In"

Steamtown U.S.A. is located between Interstate 91 Exits 5 and 6 on Route 5, two miles above Bellows Falls, Vt. 05101. Open May through October. Send stamped envelope for new brochure. Steamtown depends on donations and public patronage for support.

Puget Sound Railway Historical Assn. plans to open its museum, now under construction, this Labor Day, according to trustee Maynard Laing. More than a dozen steam locos, many freight and passenger cars, and 8 trolleys, plus much work equipment, make up its collection. Steam trains operate from 11 a.m. to 5 p.m. on Sundays and holidays through Oct. 1st on the Puget Sound & Snoqualmie Valley RR., the museum's operating trackage, located 27 miles east of Seattle, Wash., on Highway 522 at Snoqualmie Falls.

Steam operation on the old Ulster & Delaware in Oneonta, N.Y., has been resumed by the Delaware Otsego RR. Co., using a former U.S. Army 0-6-0 loco. Daily operation is at 2 and 3 p.m. through July and August, with trips at 2, 3, 4, and 5 p.m. Saturdays, Sundays, and holidays through October. Fares for adults, $1.50; children under 12, 75¢. This may be the last year for this scenic 5-mile steam-drawn ride, since proposed State highway construction may obliterate the line. Get details, brochure, and group arrangements from the "DO" Line, 1 Railroad Ave., Oneonta, N.Y.

Second edition of *A Century of Southern Pacific Steam Locomotives,* just off the press, may be had for $20 in U.S.A. (Californians add 5 percent sales tax), $23 elsewhere, from the author, Guy L. Dunscomb, 1418 Fordham Ave., Modesto, Calif. 95350.

New Hope & Ivyland RR., using an old Reading branch in Pennsylvania, is in its third season of steam-powered passenger excursions through wooded countryside. The 14-mile round trip operates thrice daily from July 1st through Sept. 2nd, including Sundays, and week-ends-only from Sept. through Nov. 3rd. Photo stops and run-pasts are featured on all trips. Details and schedule from the railroad at New Hope Station, New Hope, Pa. 18938.

McCloud River Railroad No. 25, a 40-year-old 2-6-2 used by that California logging line until 1955, has been reconditioned and is in use on a scenic 16-mile excursion run twice each Saturday and Sunday between McCloud and Shasta City. A switchback, one of the few remaining, is encountered en route. Steep grades, switchback, steam locomotive, and scenery combine to make the 1-hour trip interesting. Details and schedule may be had from Shasta-McCloud Steam Rail Tours, Inc., Box 532, Livermore, Calif., which leases the equipment from McCloud River RR. and hopes to have a 2-8-2 in operation by 1969.

British Railways is expected to retire its last mainline steam locomotives this August. Some shortlines will continue in steam, but, except for some locos possibly to be stored serviceable for fantrips, mainline power will soon dump the last fires and go entirely to diesel or electric traction.

New Records and Movies

RAILROAD MAN: *Billy Strange and his 12-string guitar,* 12 inches, 33⅓ rpm, $4.79 postpaid from Mobile Fidelity Records, P.O. Box 336, Burbank, Calif. (Sales tax for Calif. residents only.)

This integration of standard Western and country railroad songs with background sounds of steam locomotives makes "railroad beat," similar to car wheels pounding over rail joints. This, coupled with authentic locomotive sounds, gives the effect of Billy Strange playing his guitar beside the main line.

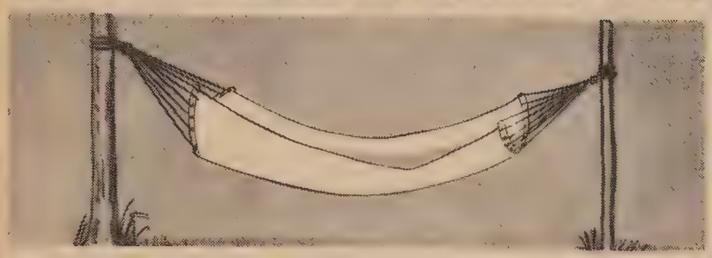
RAILWAY SCRAPBOOK, a Walton black-&-white film, about 180 feet of 8mm, distributed by Hart Industries, P.O. Box 452, Birmingham, Mich. 48012, $5.99.

This anthology of miscellaneous British railway scenes includes good shots of mainline steam in action, such as the *Evening Star,* the last British Railways steam loco built. Also shown are scenes of the Festiniog Ry. and the Romney, Hythe & Dymchurch, etc. A very old steam engine, the *Lion,* is seen in operation. Most sequences are of top quality, but the views of steam locos being scrapped at Swindon are too drawn-out and probably shouldn't have been included in a reel of action shots.

Save Money With These Fine Gift Values!

A SOLID BUY FOR SUMMER

WHITE NAVY HAMMOCK



Ask any sailor if he remembers these heavy white canvas hammocks and he'll tell you they're sturdy, hold up well and cost a lot less money than commercial ones. Just think how relaxing they can be in your back yard, on camping trips, etc. Brand new. A full 36 x 74". Brass grommets. Complete with all ropes and clues. **$9.95.**

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Lightweight (2½ lbs.) Transistorized)

First used by Navy captains in WW II to talk from one ship to another without breaking radio silence. Called Bull Horns, they convert your normal voice into a roar. This improved version is lighter, more compact and far more efficient. Operates off just 4 standard batteries, has adjustable volume control and trigger switch (press to talk) on pistol grip. Ideal for use at meetings, sports events, from boat to boat to shore, house to garage, in industry, plants, construction work, for police, firemen, any place your voice must carry across noise and 2000 ft.!

c. 1875 DESIGN

COPPER & BRASS NAVIGATIONAL SHIPS LANTERNS

Starboard

Masthead

Port

Stern

Made by a small British ship-chandlers firm in the same way and with the same 1875 pride in hand craftmanship

This small old firm works just as decades ago turning out ship lanterns in hand-fitted copper and brass that comply with international regulations, but because of their design and workmanship deserve to sit on your desk or mantel. Highly polished; stand 9". Port has red lens; Starboard, green; Masthead and Stern, plain lenses. Brass bracket and mounting screws, $13.95 each; pair, $27, all 4, $49.

GIANT 12 FT.

METEOROLOGICAL BALLOON

Playing with one of these is great fun for everybody! Actually a brand-new government surplus meteorological balloon, it's made of the finest long-lasting neoprene rubber, inflates easily with gas or air to from 12 to 18 feet high. Kids love them. Terrific used as an advertisement, for bazaars, openings, etc. Only $2.95, 6 @ $2.50 ea., 1 doz. @ $2.25 ea.

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HOME SHOE-SHINE STAND

Mount brackets of this aluminum shoe holder to any surface and you'll be able to give your own brogans a quick, neat, professional shine. Hard-to-find, these are being made again because they are about the only thing that will really hold your shoes (or boots) and make them easy to clean. Complete with 2 interchangeable toe pieces, it'll take any shoe made, save you money. $3.95.

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This is a gem, first made famous by World War II pilots who found it not only an absolutely accurate timepiece, but a piece of equipment more valuable than a boxful of instruments—and it still is. Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. All 5 hands are machine-calibrated in Switzerland where the complete works are neatly turned out in two different factories, then assembled in a third. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden-finished die-cast case, and a leather strap. No matter how you look at it, that's a big hunk of watch for only $12.95 plus 65c postage and handling. And it's fully guaranteed for 1 year! In every way, a solid buy!

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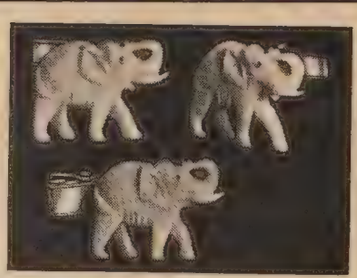

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___Sets of 4 @ $49 (Add 65¢ post. each)
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___1 doz. @ $2.25 ea. (Add 25¢ post. each)
___Shoe-shine Stands @ $3.95 ea. (Add 35¢ post.)
___Pilots Chronograph Watches @ $12.95 (Add 65¢ post.)
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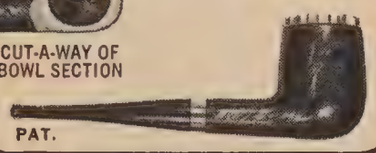
Dr. Philip's Pipe

the only pipe in the world with these

REVOLUTIONARY FEATURES!

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap



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- **Metal Cooling Ring dissipates heat.**
- **Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."**
- **Moisture Trap absorbs condensation.**
- **Crafted of finest Mediterranean Briar.**

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The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

NO "BREAKING IN"

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

NO SPITTLE PROBLEM

Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

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The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

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The Dr. Philip's pipe is unconditionally guaranteed. AND . . . here is our free trial offer. For a period of 10 days you can smoke it . . . test it . . . judge it . . . compare it with any pipe on the market—and if for any reason at all you are not completely satisfied RETURN IT AND RECEIVE A FULL CASH REFUND.

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Gentlemen: Enclosed find $10 for one Dr. Philip's Pipe complete as advertised, including free Windproof Lighter. It is understood that I may return this pipe within 10 days for full cash refund if I am not fully satisfied.

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RUBBER-TIRED METRO

AN INTERESTING aspect of Montreal's Metro, like the one in Paris, is its use of rubber-tired subway cars, writes John L. Whitmeyer, 329 Via Linda Vista, Redondo Beach, Calif. 90277. The track and subway designs in both cities were influenced by hard rock and the need to avoid underground public utilities as well as building foundations, all to be done within a limited budget. Since pneumatic tires have excellent adhesion when dry, which is good for rapid acceleration and steep grades, many Montreal subway grades dip down when leaving a station, run deep and then rise to meet the next station. These grades, some of them 5 and 6 percent, would be less practical for conventional steel wheels.

Sky blue with a white belt below the windows, the Metro trains are pleasing to look at and to ride. Their smooth sides, free of rivets or fluting, are smartly balanced by large picture windows and include what may be the largest single-sheet windshield in the transit world. Though the cars are generally smaller than rapid transit vehicles elsewhere, the interiors have generous seating and standing space.

Even without the solidity of a steel-wheeled car, the rubber-tired ride equals it in comfort. The tires afford rapid accerleration, remindful of an electric trolley coach. Last year some of the train sets started jerkily due to motor contacts becoming unsynchronized, but this is being corrected.

Noise level is pleasingly low in the station platform areas. However, at high-speed through the tunnel sections, the level of noise picks up to a surprising roar so that normal conversation is not possible, due to the whine of pneumatic tires rolling on concrete planks and resounding within the tunnel walls—a fact normally overlooked on the open highway. Certain window-panes in end and side doors were replaced with wire mesh to provide additional air circulation until such time as the cars are air-conditioned.

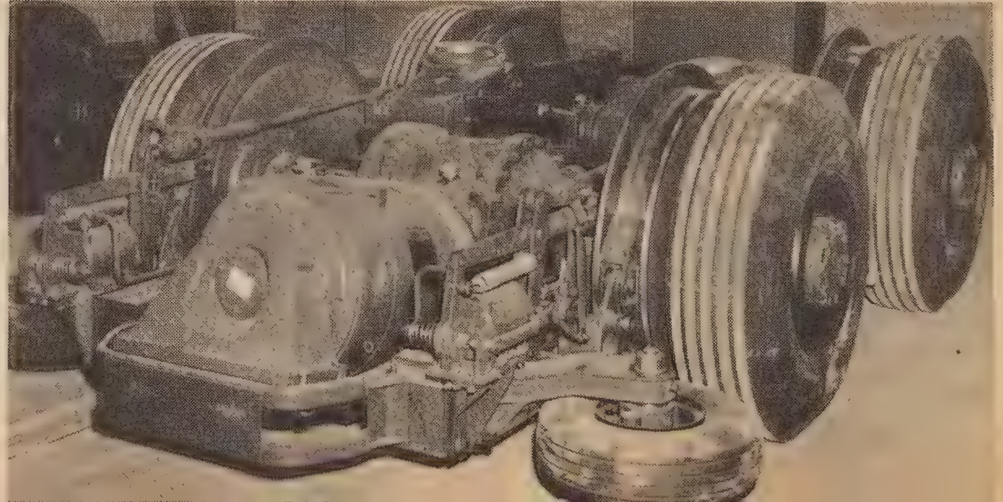
The Montreal Metro has 41 trains, each composed of three 3-car sets for a fleet of 369 passenger cars. Each 3-car set consists of motor-trailer-motor combination. The motor car has a control compartment at one end only. This occupies the full width of the car. Since the bulkhead is a solid panel except for engineer's door, passengers cannot view the track or passage through the subway unless they are invited inside, which is very unlikely. At the opposite end of the motor car is a two-window and trainmen's door configuration, identical to that in the trailer car. Thus you can see through from one end to the other of a 3-car set. The trainmen's doors are not for public use. Because of the design, trainmen cannot pass through between each 3-car set.

Each car is mounted on a special two-axle, double-truck configuration. Each truck is complete with four steel railroad wheels specially turned with an approximately 2¼″ flange; four heavy-duty, pneumatic load-bearing wheels, mounted outboard from each steel wheel, and four smaller pneumatic, horizontally-mounted guide-wheels at each corner of the truck. The load-bearing, rubber-tired wheels roll upon two concrete plankways, each laid outside of and level with the top of the conventional T-rail.

The guide-wheels bear against an approximately 6x6″ angle-iron railing located on either side of the track. The angle-iron also serves as an electricity conductor. Oddly enough these guide-rails are not used at turnouts or cross-overs, at which points the deep flanges of steel wheels guide the cars through conventional frogs and special work and without changing train speed. Only in the shop building are the steel wheels used for load-bearing in the conventional manner of rail cars. However, braking is achieved through the application of impregnated wood (maple) brakeshoes upon the treads of steel wheels which in normal operation

Both photographs from Montreal Transportation Commission

Car truck, showing steel wheels, rubber main wheels, and rubber guide wheels.



Terminal of Montreal Metro, showing conventional steel rails, plankways for the rubber tires, and guide rails.

are supported about one inch above the rail tops.

Each motor car has four third-rail pick-up shoes, two on each truck, which extend outward horizontally, bearing against the vertical face of the third-rail. The trailer car has four skate or slide type contacts bearing down-upon the T-rails, insuring the negative circuit return through the track. In addition, the trailer car carries batteries and air compressors for each 3-car set, insuring the permanent union of motor-trailer-motor car combination.

Montreal's Metro has a small fleet of service cars, some of them similar to the passenger cars but equipped with ends like those of the trailers. This group of cars includes a five-unit vacuum train for subway cleaning, consisting of two motor-generator cars (one at each end), one vacuum car (at the middle), and two trash-collector cars. Three rubber-tired diesel locomotives, each equipped with four steel guide-wheels, operate anywhere needed, whether in the shops or subway with either transit cars or specially adapted railroad flatcars.

Except for a few hundred feet of maintenance-of-way storage area spurs outside the shops, all Metro trackage is underground or under cover. Unlike other transit systems, no operation, car storage, or repair in the Montreal subway is ever exposed to the weather. Because of this, the car bodies and equipment do not suffer the usual ills attributable to snow, ice, and freezing temperatures. But the blue cars acquire much residue of subway dirt after a few days of operation and must be washed often.

Last year the Metro had a long hot summer, brought about by the financial pinch of subway construction. With inflated costs greater than anticipated, some saving was effected by omitting the air-conditioning mechanism and substituting blowers. As a result, temperatures sometimes ran in the 90's or more, both on the platforms and in the cars, which made a poor impression on the Expo 67 visitors. However, the self-contained *Expo Express,* with its air-conditioning and soft seats, was a welcomed haven. Out-of-town tourists helped the Metro to make a tidy profit, which in turn may be used to air-condition many, if not all, of the city's subway cars in the near future.

And what of Metro in the years to come? As the need arises, the rubber-tired subway will expand to meet the needs of the community, but not in the near future. Immediate improvements, such as air-conditioning, shop enlargement, and car-washing will round out the next few years.

Metro's car numbering is unique. Motor cars carry an 81 prefixed number and the trailers an 80. They are grouped in 3-car sets as follows: 81-1501, 80-0001, and 81-1502, etc. If you know only one car number, it is easy to determine the numbers of the remaining two cars in a set. For example, take trailer 80-0001, double its four-digit number, add 1500, and you get 1502 or motor 81-1502. The other motor car is always one number less, such as 81-1501. If you know the number of motor 81-1746, deduct 1500 from 1746, leaving 246, then divide by two, resulting in 123, or trailer 80-0123. Again, the other motor car is one number less than the even-numbered motor, or in this case 81-1745.

The 83 series are maintenance-of-way cars while the 84 series designate diesel locomotive switchers. Apparently the 82 series is reserved for future equipment. Of course, the day may arrive when 3-car sets are no longer kept in rigid sequential number order--such as happened eventually with some major railroads such as the Santa Fe. Then the car-roster enthusiasts can start all over again. ●

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 25 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details). Use zip code.

As this issue hits the news-stands, our September department is closed. All entries for October issue should reach us by August 5th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JIM ADAMS, 14754 Woodmont, Detroit, Mich. 48227, sells 14x34 pix CN (4-8-4) 6167, NYC (U25B) 2512, B&O (U25B) 2527, GT (GP9) 4428.

C.T. ADDIS, 2000 Monroe St., Hollywood, Fla., buys info., pix on ACL, southern shortlines, and logging rrs.

JOHN AMRHEIN, 5511 Summerfield Ave., Baltimore, Md. 21206, wants info., railroadiana on Wash., Balto. & Annapolis electric rr., related roads. Asnwers all mail.

JERRY ANGIER, 1101 Euclid Ave., Cleveland, Ohio 44115, buys trainmen's cap badges, 35mm color slides of BAR, D&H, CV, KCS, MKT, NS, SCL, on approval.

FRED ARONE, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, buys, sells rr. books, tts., switch keys, other railroadiana. (SSE)

H.R. ASHLEY, 12 Lindsey St., Yonkers, N.Y. 10704, will buy 8mm color movies of CMSP&P bipolar locos.

C.A. BARRETT, 306 1st St., Saskatoon, Sask., Canada, sells size 116 photos of Canadian rrs. List, sample, 50¢ coin (no stamps). Wants R&LHS, Bulln. 83, B.C. annual Ry. Dept. reports, prior to 1959.

ROYSTON BEATON, 109 Westbury Lane, Sea Mills, Bristol, England, will sell tape recordings of Snowdon rack ry. and Ffestiniog Ry. Sample $3. Send international postal reply coupon for list.

DICK BOND, 664 W. Coolidge Pl., Coolidge, Ariz. 85228, will sell Monon 1929 rule book, Louisville, New Albany & Chi. 1889 rulebook, and WAB and Frisco trip passes.

BOB BOWES, 4248 Alden Dr., Edina, Minn., buys, trades trolley badges.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC, any Fla. trolleyana. Trades B&ML tkts. Wants RPO cancellations, ticket dater dies.

ROBT. BRANIN, 443 Indian Ave., Bridgeton, N.J. 08302, wants photos of West Jersey & Shore RR., PRSL, in steam days. Buys, trades slides of rrs. in Pa., N.J.

W. BROSCHART, 102 Ogden Ave., Jersey City, N.J., sells trolley equip. rosters. Buys pix, negs. of trolleys 1920's and '30's.

JIM CERVEN, 3333 W. Ruskin St., Milwaukee, Wis. 53215, trades tts. of mid-1950's for those of CMStP&P, C&NW, Soo Line. (SSE)

LOU COTNOIR, 19 Buttercup Lane, West Medway, Mass. 02053, sells rr. bonds, stock certificates, incl. Bos. & Prov. and Old Colony.

L.P. CUMMINGS, JR., 129 Nevin St., Lancaster, Pa. 17603, wants sharp size 116 negs. of Ohio's Muskingum Electric RR. showing GE E-50 locos in 200-series.

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys, trades pre-1930 Canadian railroadiana.

PAUL DUNN, 912 Arch St., Zanesville, Ohio 43701, buys any size negs. PC 5000 series cabooses, Green Mt., Vt. Ry., ATSF cabooses.

R. EISENHAUER, Rte. 4, Reading, Pa. 19606, sells 5x7 action pix RDG 6, 7, 192.

SID ELLIOTT, 1593 Larch St., Vancouver 9, B.C., Canada, will buy 9/37, 12/37, 11-12/47, 10/53, 6/60, 4/63 issues Railroad Magazine and R&LHS Bull. 83.

EARL FAILLA, 5239 N. Cogswell Rd., El Monte, Calif. 91732, buys bldrs. plates and catalogs of Lima Shays, Climax, Heisler, Willamette.

FIORINI FERNANDO, Via Vigevano 11, 00161 Roma (Italy), will buy Railroad Magazine issues of Apr. '64; Feb., Apr., June '60; all 1957, 1958, 1959.

JACK FESCO (retired hogger), 4309 Edenhurst Ave., Los Angeles, Calif. 90039, sells pic. of SP 4-6-0. (SSE)

Train from Huancavelica at Huancayo station, in the central Andes Mountains of Peru. This meter-gage state railway connects with Central Railway of Peru about a mile further on. The steam locos range in age from the Baldwin of 1920's, above, to Germany-built engines of 1953; there are no airbrakes.

Photo by Beyer Patton, Casille 303, Tacna, Peru.

BOB GAEL, 821 H Ave. N.W., Cedar Rapids, Iowa 52405, buys tts., info., emp. tts., switch keys, hardware from CRANDIC, WCF&N, FDD&S, D&CI, CD&M.

R.A. GAY, 24050 Manistee St., Oak Park, Mich. 48237, wants back issues of Railroad Magazine or Trains dealing with Chicago RR. Fair of 1948-49.

LIL GOODMAN, Box 17165R, Chicago, Ill. 60617, sells silver dining-car items, marked silverware from many lines. (SSE)

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color trolley pix PTC, PSTC, Boston, PSCT, TTC, SHRT, TARS, Pitts., LA, SF Muni, etc. List free, specify subject.

CLARENCE GREENE, Box 35, Penland, N.C. 28765, sells Clinchfield diesel rosters. Also trades for and buys Clinchfield railroadiana.

BRYAN GRIEBENOW, 11320 Bayla St., Norwalk, Calif. 90650, will buy any size negs. of SP 9100-9120, esp. 9100, 9103, 9105, 9117, 9119.

JIM HANSEL, 1303 W. 172nd St., East Hazel Crest, Ill. 60429, sells new brass padlocks and keys of types used by many rrs. (SSE)

GRAHAME HARDY, Box 622, Carson City, Nev. 80701, buys, sells wide variety of railroadiana. Big list 25¢.

JON HEIM, 551½ E. Alcott St., Philadelphia, Pa. 19120, sells pre-1900 MKT rr. stock certs., books, misc. items. (SSE)

NORM HILTON, Jr., 111 W. Monroe St., Chicago, Ill. 60690, will sell set of 1000 Chi. el pix, incl. 150 8x10's.

TEX HUDSON, 4760 N. Durfee St., El Monte, Calif. 91732, publishes small rr. paper; sample 20¢.

C.E. HULL, 203 E. 16th St., North Little Rock, Ark. 72114, wants 5x7" pix of old 4-4-0 locos. Write first, giving rrs. and prices.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, buys, sells old Railroad Magazines, Trains, etc., good cond.

JOHN KEAVY, Jr., 504 Peckham St., Fall River, Mass. 02721, sells dupl. color slides trolleys, trolleybuses. (SSE)

C.M. KNOLL, 120 Coolidge Ave., Spencerport, N.Y. 14559, will trade upper for lower quadrant semaphore spectacle with or without roundels or blade.

HARLAN LANE, Rte. 2, Gravely Rd., Kingsport, Tenn. 37660, will buy Blackhawk movie "WP&Y," other 8mm rr. films.

BOB LARSON, 1112 W. Sioux St., Sioux Falls, S.D. 57104, buys GN Willmar Div. pix, railroadiana.

WM. LAWRENCE, 64 St. Catherine St., St. Thomas, Ont., Canada, sells CN, WAB dispr. train sheets, train orders, register books, etc.

WOODROW LAWYER, 547 Broadway, Hanover, Pa. 17331, wants lanterns from AC&HB Ry., N.C. Ry., P&WVa. Ry.

OWEN LEANDER, 127 Wildwood Rd., Elk Grove, Ill. 60007, sells Kodachrome slides and 2¼x3¼ negs. of diesels, pass. cars, Pullmans, cabooses, work equip.

RALPH MARSON, 8070 Busch, Centerline, Mich. 48015, will buy "The Marker," "Steel Rails," Swett's "Interurban Specials."

D.B. MARTIN, 100-C Webster, Palo Alto, Calif. 94301, sells 1939 RPO cancelled letters to LA, SF. (SSE)

BOB MASON, 4310 Dunbarton, Tampa, Fla. 33611, trades, sells trolley pix, maps from Tampa, St. Petersburg, Bradenton, Niagara Frontier, western Mich. (SSE)

ALEX McDONALD, 178 Split Rock Rd., Syosset, N.Y. 11791, buys LI steam, elec. pix, emp. tts., tts., pre-1940 station pix.

R.E. McMURDO, 15 Jeff Rd., Largo, Fla. 33540, sells color sildes, pix, 8mm movies steam, trolley. (State wants with SSE.)

DAVE NESTLE, R.D. #2, Ray Rd., Greenwich, N.Y. 12834, offers large list of railroadiana for sale. 10¢.

HIDEO NOJI, 332½ S. Boyle Ave., Los Angeles, Calif. 90033, sells Japanese rring. mags. with English index. (SSE)

STEVE ONDIC, 11928 127 St., Edmonton, Alta., Canada, buys pix, slides, movies of Australian class 60 Beyer Garratt locos.

JOHN PARKER, Rte. 5, Box 40, Aiken, S.C. 29801, sells pix. List 25¢. Trades, sells diesel negs. on approval.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells 35mm dupl. Kodachrome slides steam, diesel, trolleys. Sample 25¢.

A.W. PHILLIPS, 43 Fulton St., Newark, N.J. 07102, buys color slides, color pix (any size) of old-type PSCT trolleys. Wants anything on PSCT all-service busses.

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa., buys pix of rr. hoboes.

HAROLD PRUITT, 1198 Dawsonville Rd., Gainesville, Ga. 30501, wants info. on SOU enginemen D.J. Fant, Ben F. Dewberry, Billy Eskew, Ike Roberts.

GEOFFREY RADOFF, 6030 N. Warnock St., Philadelphia, Pa. 19141, collects rr. ballast. Send few bits of rock from your location; he'll pay postage.

BILL RAIA, 3319 N. Wolcott, Chicago, Ill. 60657, sells pix of wrecks, wreckers, steam, diesel, on C&NW, CB&Q, CGW, BRC, C&WI, PRR, Soo Line. (SSE)

BILL RAPP, 430 Ivy, Crete, Nebr. 68333, sells, trades pix 4x5" or larger of stations, cars, diesels, etc.; also 2¼"-sq. negs. State wants. (SSE)

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, buys rr. dining-car plates, cups, saucers. Trades switch keys.

DON ROSS, 3821 Crater Lake Ct., Irving, Texas 75060, sells size 616 rr. pix, negs.; also trolley pix. List 50¢.

DAN SABIN, Box 203, Manly, Iowa 50456, will trade various items for station ticket dater, punches.

JOE SAITTA, 42-20 162nd St., Flushing, N.Y. 11358, sells orig. 35mm Kodachrome slides DCT, PRC, NOPS, TTC, etc.; no list.

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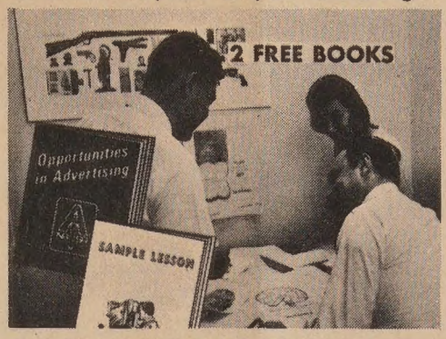

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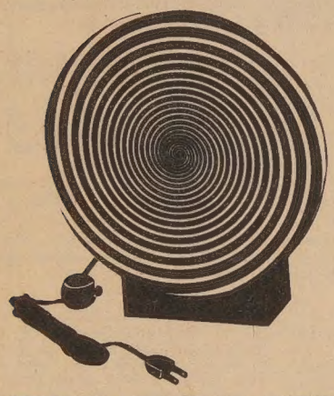

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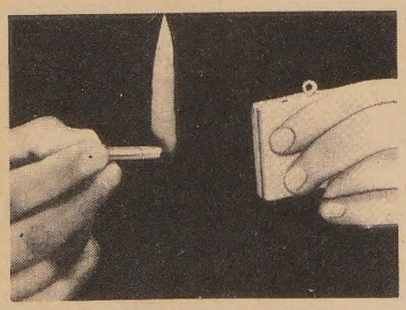

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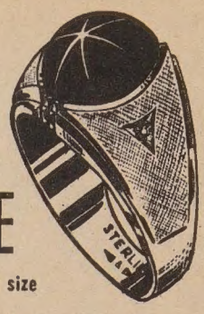

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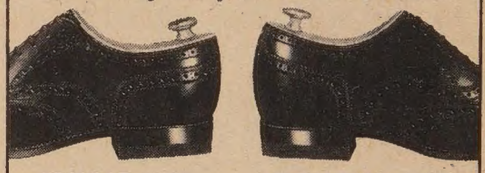

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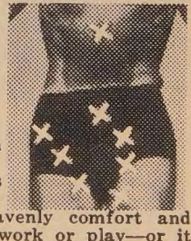

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RON SALISBURY, 7439 N. Judson St., Linda Vista, Calif. 92111, will buy R&LHS Bull. 94.

H.N. SAWYER, 610 Empire Blvd., Rochester, N.Y. 14609, sells lanterns, tts., emp. tts., switch locks and keys, tkts., passes, rr. paper, bills of lading, etc.

SCOTT SCHIECHL, 3915 Mission, San Francisco, Calif. 94112, buys, trades pix of pass. trains and equip. Buys NWP pix, railroadiana.

R.L. SCHLEICHER, 3512 W. 82nd St., Inglewood, Calif. 90305, will sell to highest bidder over $25, 92 issues of Railroad Magazine, 1948-55.

DON SCHROTH, 111 W. Jackson Blvd., Chicago, Ill. 60604, buys pix locos, cars of CSS&SB, B&O, Alton, BR&P, CI&W, P&W, B&OS, SIRT.

OTTO SCHUERER, 3917 N. 51st Blvd., Milwaukee, Wis. 53216, buys, sells, trades Wis. station pix, steam logging engines.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sells, trades pix, b&w slides CN steam. List, sample 25¢.

J.W. SHAPER, 4359 Lafayette, Evansdale, Iowa 50707, buys rr. postcards, pix, adv. pencils, Wells Fargo, Express material, etc.

DICK SIMPSON, RR 2, Box 268, Pittsburg, Kan. 66762, will sell std.-gage Fairmont inspector's car with self-loading auto trailer. Photo 50¢.

BILL SLIMMER, 100 Maurnus Ave., New Orleans, La. 70114, sells back issues Railroad Magazine and model mags. Will buy 9/52 Trains, '65 Traction & Models. (SSE)

AL SMITH, 4159 Franklin Ave., Los Angeles, Calif. 90027, will buy ICS books on loco valve setting, Walschaerts valve gear.

CHRIS SMITH, 69 Burling Rd., Rochester, N.Y. 14616, buys diesel and caboose pix of TC, K&IT.

HARTLAND SMITH, Box 452, Birmingham, Mich. 48012, buys amateur or commercially produced used movies with steam and juice appeal.

TED SOMMER, Codfish Hill, Bethel, Conn. 06801, will buy pix of B&M ball signals at Concord, Manchester, Nashua; loop, station layout at Rockport, Mass.; enginehouse facilities.

JOHN STUBBLEFIELD, Box 666, Maroa, Ill. 61756, sells or trades orig. 35mm slides.

FRANK SZABO, 5207 Edenhurst Ave., Lyndhurst, Ohio 44124, trades 5 photos up to p.c.-size of rrs. in his area for 5 of trolleys, interurbans, or locos.

TONY TALBOTT, 3848 N. Camac St., Philadelphia, Pa. 19140, will buy pix D&H 2-8-0 1400.

JOHN THOMAS, Box 35581, Dallas, Texas 75235, buys Uintah Ry. info.

DICK THOMPSON, 417 E. Byrd Blvd., Universal City, Texas 78148, buys switch keys, emp. tts., rulebks., rr. stocks, CB&Q railroadiana.

W. THURMAN, 4733 Morganford Rd., St. Louis, Mo. 63116, trades size 120 negs. of diesels, depots, RPO cars from his area for depots, RPO cars. Also trades sizes 116 and 120 steam negs.

L.A. WHYTE, Box 1328, Station B, Ottawa, Ont., Canada, sells Canadian steam pix. List, samples 25¢.

DOUG WORNOM, 454 Riverside Dr., New York, N.Y. 10027, buys tts. and emp. tts., 1870-1930, good cond.

STEVE ZABEL, 1710 Montgomery Ave., Bronx, N.Y. 10453, sells photos of NYCTS, PATH, Newark trolley subway: slides, color pix, b&w pix. List, sample photos for SSE.

Model Trading Post

H.R. ASHLEY, 12 Lindsey St., Yonkers, N.Y. 10704, will buy Simplex trains made by Buffalo Model Co. about 1928.

DICK CRANDALL, RFD 1, Springville, N.Y. 14141, will trade Lionel 0145 Gateman, 0590 PRR loco, All Nation Anniversary catalog for HO rolling stock.

JOHN LYKO, 5226 W. 24th St., Cicero, Ill. 60650, will sell brass locos, new and used nickel-silver trk. and switches. (SSE)

HARRY LYZOTT, 2529 Webb St., Indianapolis, Ind. 46225, will trade Moore HO interurban Buckeye Special or dummy trucks for CERA Builts., "Indiana Interurbans," Middleton's "Interurban Era."

WM. RADCLIFFE, JR., 4 Valley St., Webster, Mass., wants Lionel O-gage locos and equipment.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 6017 U.S. Marine caboose, 38 pumping water tower, 165 crane, 129 Ill. Terr., 438 signal tower.

April and June Rosters

Additional info. concerns our Lehigh Valley roster (June '68). The following LV diesels, sold to Alco Products, have been scrapped: 510, 517, 520, 526, 528, 530, 535, 537-540, 542, 545-549, 581-583, 585-588, 590, 592, 594, 601, 602, 613, and 156.

LV 158, sold to Alco Products, has been resold to Texas & Northern, renumbered 12. LV 150, 153, 155, 161 and 162, sold to Alco Products, were leased to B&O through an equipment dealer. Alco Pr. claims to have no record of ownership of LV 114 and 139.

Included in our Kansas Shortlines rosters (April '68) was the Kansas, Oklahoma & Gulf. F.W. Schmidt points out correctly that KO&G no longer operates track in Kansas and that we omitted the Kansas City Connecting RR., the Kansas & Missouri Terminal Railway, and the St. Joseph Terminal. The SJT owns two GM-EMD SW1's numbered 1-2; each has B-B wheel arrangement and tractive efforts of 47,928 lbs. and weighs 191,710 lbs. Both were built in 1950. KCC owns a GE 70-tonner, No. 13, built in 1954. K&MT&Ry is operated by KCPS and represents their trackage in Kansas. ●

Pen Pals Wanted

Linda Fay and Sheila Kay Cozby (twins, 14), 205 Milford Rd., Itasca, Tex. 76055.

Ronald G. Pamely (British Rys. diesel loco driver), 38 Heyford Ave., Eastville, Bristol 5, England, wants to correspond with U.S., Canadian ry. employes.

Paul Willis, Woodcrest, Rifton, N.Y. 12471, wants to hear from those interested in trolley models and museums.

Mrs. Hazel Phillips, Box 274, Bradford, Ark. 72020, wants to hear of or from her father, Roy Kimzey, who would be 85 if living, and who worked as a switchman on Missouri Pacific, living at Newport, Ark., and later at Hope, Ark.

Raymond Mercer, Box 864-R, Gloversville, N.Y. 12078, disabled railroader, corresponds with railfans and collectors specializing in railroadiana postage stamps. Uses commemoratives on all mail.

Carol S. Olivera, 1436 W. Edgewater (Apt. 2), Chicago, Ill. 60626.

Paulette Jane Guite (14), 1413 Haines Rd., Duluth, Minn. 55811.

Donna Macellaro (14), RFD Box 143, Woodbine, N.J. 08270.

Susan Mertens (14), 211 S.W. 4th St., Staples, Minn. 56479.

Mary Zygmunt (16), Box 283, Stanley, N.D. 58684.

Diane Ahoberg (15), Box 505, Cornell, Wis. 54732.

Bruce Hagen (33), Box 15049, St. Louis, Mo. 63110.

Joyce Hipes (15), Rte. 1, RFD, Buffalo, W. Va. 25033.

Sue Martin (15), Box 22, Buffalo, W. Va. 25033.

Zandra Barnett (15), Box 1397, Vidor, Tex. 77662.

Sheila Hall (14), Rte. 2, Gary, Tex. 75643.

Mrs. Robert Monical (24), Box 340, Pontiac, Ill. 61764.

Mrs. Ronald Raley (29), 111 W. Maple, Flora, Ill. 62839.

Nancy Bryant (17), Box 643, Dillwyn, Va. 23936.

Frances Burnley (17), Rte. 1, Box 113, Buckingham, Va. 23921.

Sgt. W.C. Wagner (25), Box 1654, Glasgow AFB, Mont. 59231.

Sharon Dunwoodie (14), 9153 Rathbone St., Detroit, Mich. 48209.

Carol Sutherland (14), 723 W. Spring St., Covington, Ky. 41016.

Becky Arnold (15), Rte. 1, Lafe, Ark. 72436.

Mrs. Alberta Jordan (65), Box 192, Orange Pk., Fla. 32073.

Patty Bonghanoy (17), 2340 Camp 3, Talisay, Cebu, Philippines.

Jeannie Parker (14), Box 52, Sikes, La. 71473.

Margaret Ann Herring (14), Rte. 1, Box 51, Sikes, La. 71473.

Jeanette Hoke (16), Rte. 2, Box 233A, Windber, Pa.

Norma Crossman (22), Box 21, Evans Mills, N.Y. 13637.

Shirley Hill (14), 3921 Laura Court, Paducah, Ky. 42001.

J. H. Bennett, 3021 N. Tacom Ave., Indianapolis, Ind. 46203.

Linda Dietz, 1141 Claremont, Lincoln, Neb. 68508.

Anita Tucker (14), 405 S. Friendship Rd., Rte. 5, Paducah, Ky. 42001.

DiAnn Sexton (18), 1971 South St., Lincoln, Neb. 68502.

Elmer Becker (70), 342 Gold St., Buffalo, N.Y. 14206.

Mr. and Mrs. Walt Kelly (38 and 34), Box 15049, St. Louis, Mo. 63110.

Beatrice (41), and Bernadette Geurts (38), 712 N. Clay St., DePere, Wis. 54115.

Ervin Fleming (44), and brother, Everett (60), RFD 2, Gouverneur, N.Y. 13642.

Bruce J. Mayfield (15), 812 Southeast 6th St., Pendleton, Ore. 97801.

Linda Hathaway (16), Rumford Ave., Bryant Pond, Me. 04219.

Ralph Anderson, 219 Down's Dr., San Benito, Tex. 78586.

Mrs. Ellen Leach, and Cynthia, Rt. 1, Clifton Forge, Va. 24222.

Paula Swineharte, 111 W. Second St., Hebron, Ohio 43025.

Caryl Ermatinger, 519 1st Ave. SW, Forest Lake, Minn. 55025. ●

Coming Events

July 6: Steam excursion, Bellows Falls to Proctor, Vt., 155 miles behind ex-CPR No. 1200 on Green Mt. RR, Vermont Ry. Fare, $15 until June 15, then $16.50; students 9-16, $5 until June 15, then $6; children under 9 free. Incl. Steamtown and Proctor Marble Exhibit, chicken barbecue, photo run. Contact Rail Associates Corp., Box 406, Bellows Falls, Vt. 05101. Ticket deadline, July 2.

July 6-7: Electric Railroaders' Assoc. 34th Anniv. Convention, Toronto. Railroad, trolley fantrips, banquet. Contact ERA Trip & Convention Committee, 145 Greenwich St., New York, N.Y. 10006.

July 14: Trolley trip on Boston lines, sponsored by NRHS Lehigh Valley Chapter. Contact Gerhard Salomon, 530 Cleveland St., Allentown, Pa. 18103.

July 14: Steam trip on Reading lines, using former Buffalo Creek & Gauley 2-8-0, Quakertown & Bethlehem, Pa., to Tamaqua, Pa., and return, route of old Reading "Iron Horse Rambles." Lv. Quakertown 7:35 a.m., Bethlehem 8:20 a.m., return evening. Gifts, souvenirs, light lunches available on train. Fares, $13.95, kids $8.95. Details, tickets from Q&E RR., Box 438, Quakertown, Pa. 18951.

July 27-28: Diesel excursions in gondola cars, cabooses in Maine. Sat., Bangor & Aroostook 100-mile round-trip, Northern Maine Jct. to Brownville Jct., with photo stop, tour of Derby shop. Adults, $7, kids 5-12, $4.50; lunch, $1.50. Sun., 66-mile trip on Belfast & Moosehead Lake, Belfast to Burnham Jct. & return. Photo stops, swimming, barbecue. Adults, $4, kids 5-12, $2; barbecue, $1.50. Tickets, details from Downeast Railroad Club, Box 285, Brunswick, Me. 04011.

July 28: North Hills Travelers excursion on frt.-only B&O lines, Pittsburgh to Zanesville, Ohio, using Budd RDC's. Contact J. Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Aug. 1-3: Timetable Collectors' Convention at Ascot Motel, 1100 S. Michigan Ave., Chicago, Ill. Exhibits, swap sessions, auctions, movies, lectures. Contact Wm. L. Wagner, Nat. Assn. of Timetable Collectors, Box 842, Richmond, Ind. 47374.

Aug. 3: Steam excursion, North Bay to Englehart, Ont., using Ontario Northland 2-8-0 No. 137 on southbound trip. Tour North Bay shops. Photo stops. Lv. CN North Bay sta. 8:30 a.m., return evening. Fare, incl. box lunch, $13. Details, tickets from Trip Committee, Upper Canada Railway Society, c/o 4493 Cottonwood Dr., Burlington, Ont.

Aug. 4: Steam and diesel trip, New York City and back. Lv. Grand Central 8:28 a.m., pickups at Stamford, Norwalk, Danbury. Steam from Danbury to Canaan. Photo stops. Fare, $10.50; kids $7. Details, tickets from Connecticut Valley Railroad, Assn., P.O. Box 65, East Hartford, Ct. 06108.

Aug. 18: Celebration of 85th anniv. of founding of Brotherhood of Railroad Trainmen, Neahwa Park, Oneonta, N.Y., at D&H caboose No. 10, in which BRT was formed, and which is on display. Speakers include former D&H pres. J.T. Moore, who donated historic caboose to BRT.

Aug. 25: Steam trip on Reading lines, using former BC&G 2-8-0, from Lansdale, Jenkintown, and Wayne Jct., Pa., to Penna. Dutch Days at Hershey, Pa., and return. Lv. Lansdale 7:30 a.m., Jenkintown 8:05, Wayne Jct. 8:20. Fare, $13.95, kids $8.95. Details, tickets from Q&E RR., Box 438, Quakertown, Pa. 18951.

Aug. 29-Sept. 2: Reunion of Midwest Old Settlers & Threshers Assn. at Mount Pleasant, Iowa. Daily cavalcades of old steam tractors and engines. Midwest Central narrow-gage steam train operation every day. Other attractions. Local accommodations available. Details, reservations from assn. secy. Herbert Hult, Rte. 5, Mount Pleasant, Iowa 52641.

Sept. 1: Doubleheaded steam round trip on Green Mountain RR., Bellows Falls to Summit, Vt. Short memorial service for F. Nelson Blount. Lv. Bellows Falls 1:30 p.m. Fare, $5.50; kids $2.75. Details from Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101.

Sept. 15: RDC excursion on Esquimalt & Nanaimo Ry, Victoria to Port Alberni, B.C. Lv. Victoria 9:30 a.m., return evening. Fare, $13.75, kids $6.95. Details, tickets from Juan de Fuca Railroad Club, P.O. Box 4093, Station A, Victoria, B.C.

Sept. 20-22: Ontario Northland Ry. excursion including steam power. Lv. CNR depot, Windsor, Ont., 5 p.m. Fri., in Pullman sleepers behind diesels; arr. North Bay, Sat. a.m.; ride in old coaches behind steam loco No. 137 on all-day 140-mile trip with many photo runs; return Sat. night by Pullman; arr. Windsor on Sun. p.m. Fare, $75. Details, tickets from Michigan RR. Club trip chairman, Richard Kellog, 3888 Hazelett, Pontiac, Mich. 48054.

Sept. 29: North Hills Travelers excursion on frt.-only B&O and BR&P lines from Pittsburgh to DuBois and return, 20-coach train. Contact J. Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Oct. 12-13: Mainline steam, 950-mile round trip, Grand Central, N.Y. City, to Niagara Falls via N.Y. Central route, using former Nickel Plate 2-8-4 No. 759. Also picks up passengers at Harmon, Albany. Open-door baggage car, open-window combine, 1915 diner, 1912 parlor car, open "Rocky Mt." obs. car. Lv. N.Y. 7:30 a.m. Sat., return Sun. evening. Fare, $37.95, kids $24.95 Details, tickets from High Iron Co, Box 200, Lebanon, N.J. 08833. ●

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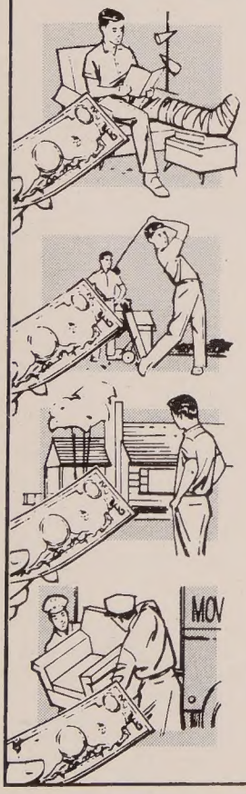

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- Consolidation of Debts

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if you have a regular income sufficient to meet the monthly payments. There is no other requirement. You don't have to mortgage your car or other personal property. Your good name is all you need for a confidential loan-by-mail from Fairfax.

Borrow up to $800... Take 2 Full Years to Repay

You can borrow as much as you need—$100, $200, $500—any amount up to $800 and take as long as two full years to repay—by mail—in monthly payments fitted to your paydays and income.

Borrow on Your Signature Only

You need no co-signers. No witnesses. If you are single, your signature is all you need. If you are married, just you and your husband, or wife, need sign for the loan. No one knows you are making a loan because the information you give us will be held in strict confidence in our files. We will not question your friends, relatives, tradespeople, employer, or others.

You Get Your Money Quickly —By Air Mail, If You Wish

Your loan application will be processed immediately. No red tape. No waiting. No delays. If you tell us you need the money extra fast we will rush it to you by Air Mail. At Fairfax you get the money you need *when* you need it.

Your Life Will Be Insured

From the moment your loan is approved you and your family will be fully protected. The Old Republic Life Insurance Company will pay the full amount you owe in case of death. In most cases this added peace of mind for you and your family costs less than a penny a day. And no medical examination is necessary.

Rates Are Set By Law

The Fairfax Family Fund, Incorporated is licensed and supervised by State law. You are charged only for the time you keep the money. If you repay your loan faster, the cost goes down. There are no hidden charges. The table below shows typical monthly payments for loans made for a two year period. The payments may vary slightly, depending on the state in which you live.

Typical Monthly Payments Shown Include Both Interest and Principal

HOW MUCH CASH DO YOU NEED?

AMOUNT OF LOAN	24 MONTHLY PAYMENTS	AMOUNT OF LOAN	24 MONTHLY PAYMENTS
$100	$ 5.90	$500	$27.81
150	8.86	550	30.47
200	11.69	600	33.13
250	14.43	650	35.73
300	17.13	700	38.30
350	19.82	750	40.83
400	22.49	800	43.33
450	25.15		

SATISFACTION IS GUARANTEED

If for any reason you are not completely pleased with every step of your loan transaction, you may return our check within 10 days and absolutely no charge will be made. Your complete satisfaction is guaranteed when you deal with Fairfax.

The Fairfax Family Fund, Inc., Dept. GS-BS
2323 South Brook St., Louisville, Kentucky 40208

Rush me—FREE and postpaid—full details of your READY CASH LOAN PLAN and a Loan Application in a plain envelope. I understand that no agent will call and that I am not obligated in any way whatever.

Fill Out and Mail Coupon FOR COMPLETE FREE DETAILS Do It TODAY!

I wish to borrow $ _____

Name _____

Address _____

City _____ State _____ Zip _____

The Fairfax Family Fund, Inc.

2323 South Brook St., Dept. GS-BS **Louisville, Kentucky 40208**

Warner Programs are Your Guide to Financial Security and Success

INSTANT MONEY...

Plastics are the wave of the future—now you can become a part of this industry. Start in your spare time to build your own future. Imagine, you can turn 11c worth of raw material into a finished product that sells for $2.50. You become a Warner distributor and reap the full benefits of its 46 years experience in know-how and help. Three exciting fields for Immediate Profits . . . and any man, regardless of age, education or experience can learn. Warner methods guarantee your ability to *succeed!*

BIG INDUSTRY...A.I.G.*

One little-known fact about the electroplating industry is that there are 5,000,000 or more new customers every year! Yet this segment of the metalizing business is *only 1% of the market potential!* One small, independent operator (who started in his spare time, at home) ran his metalizing business to an annual volume of $1,000,000.00 within four short months! Don't procrastinate . . . INVESTIGATE! Find out for yourself how you can become a part of the American Industry Growth* picture.

NEW PROCESS...

The Multi-Million dollar a year marking industry is now within reach of the small independent operator. Warner's research has produced a revolutionary new process which allows you to enter this field. The Warner method and quality is equal to the best in the field . . . and *your* service (the basis of any business) can assure you earnings up to $16.50 *per hour in your Spare time!*

SECRETS OF...

Are you worth $25,000.00 a year and do you want to be your own boss?

Warner's newest shop is a unique breakthrough in the Engraving field. It is not — and we repeat, NOT — direct selling. It is a business that knows no season . . . yet it is a business that will never be taken over by the giant corporations. In fact, *they will want you as a supplier!* Now, Warner makes it possible for you, the independent businessman, to cash in on this once-in-a-lifetime opportunity . . . ON THE GROUND FLOOR!

Many Operators Have ALL 4 Shops . . .

INSTEAD OF BEING USED BY INDUSTRY... BECOME A PART OF INDUSTRY!

This is *your* opportunity to own your own business —•— start it in your spare time —•— the WARNER-WAY will even help you finance it —•— earnings can be as high as $36 per hour! EACH ONE OF THESE SHOPS CREATES BUSINESS FOR THE OTHER.

OUR 46TH YEAR of providing the "tools" for success of the small business for those who earnestly want to be independent and enterprising. Let us send you full information without obligation.

The WARNER ELECTRIC COMPANY, Inc.

Dept. CS-7-HO 1512 W. Jarvis Ave. • Chicago, Ill. 60626

The Warner Electric Company, Dept. CS-7-HO
1512 W. Jarvis Ave., Chicago, Ill. 60626

Please send me additional information on the shop(s) checked below. I understand there is no obligation.

☐ Laminating ☐ Metalizing
☐ Rubber Stamps ☐ Engraving

NAME_____

ADDRESS_____

CITY & STATE_____ ZIP CODE_____

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BUILDING PROFITS FOR PEOPLE SINCE 1922

LET YOUR MAILMAN BE YOUR BANKER !